

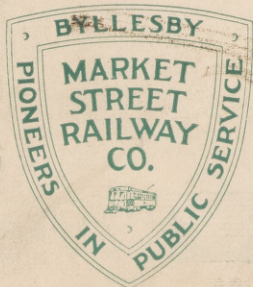
# INSIDE TRACK



## BASEBALL FAN

Season Opens April 3

(SEE PAGE 8)



VOLUME 13

MARCH 1934

NUMBER 3



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# INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET



RAILWAY COMPANY

58 SUTTER STREET

SAN FRANCISCO

TELEPHONE SUTTER 3200

VOL. 13

MARCH, 1934

No. 3

## Company's Taxes for 1933

Heretofore, the Company's annual tax statement has not been published in INSIDE TRACK magazine. However, it will give us an idea of the large amount of money paid out by our company every year for tax purposes.

On January 1, 1934, we became partners with the company under the Profit-Sharing plan. The purpose of publishing this tax statement is to promote increased interest of the employes in the welfare of our company. And the employes' share is 55 per cent of whatever profits they can make. Below is the statement:

### Payable at Sacramento (State Tax)

Gross earnings tax, a percentage of which is paid back to the City and County of San Francisco on the basis of the City bond indebtedness .....\$347,462.75

### Payable in San Francisco and San Mateo Counties

Park Commissioners .....	100.00
Cities and Counties, Percentage of Receipts .....	46,675.25
Pacific Gas and Electric Company—Street Lighting .....	12,615.42
City and County of San Francisco—Taxes on nonoperative property .....	4,135.88
Board of Harbor Commissioners—Rental of Ferry Terminal space .....	12,000.00
Cost of pavement .....	87,065.81

Total.....\$510,055.11

Taxes per day.....\$ 1,397.41



## Hospital Department Statement for Year Ended December 31, 1933

Here is another statement in which every employe is interested. It is the Hospital Statement of the Market Street Railway Company for the year 1933. The employes contribute fifty cents each, every month, toward the fund. The company pays the deficit of expenditures for hospital accommodations, medical supplies, salaries of medical staff, etc. as shown by this statement. We submit the items for your information:

Amount received from Participants .....\$16,256.00

Expenditures:

Hospital Accommodations,

Medical Supplies, etc. ....\$13,177.84

Salaries of Medical Staff ..... 11,795.58

Miscellaneous ..... 733.82   \$25,707.24

Deficit (Advanced and paid by

Market Street Railway Company) .....\$9,451.24

An annual statement of Hospital expenditures has been published in the INSIDE TRACK magazine every year.

This marvelous institution inaugurated by the company for taking care of their sick employes has been operating for forty years. It was established in 1893.

It is just another one of the many benefits enjoyed by employes of this organization.

In conclusion, we tender a vote of thanks from the employes to the management for the fine aid rendered to sick members through the benefits of the Hospital Association.

## Remittance Record

FEBRUARY 1934

Division	February	January	Rank in January
Sutro .....	17	15	1
McAllister .....	24	44	3
Fillmore .....	45	39	2
Valencia .....	59	69	5
Mason and Washington .....	83	55	4
Oak and Broderick .....	87	95	6
Geneva .....	125	149	9
Twenty-Fourth .....	147	139	7
Third .....	161	142	8
All Lines .....	86	88	—

Sutro maintains a safe lead, McAllister holds second place, each about the same as last month, etc. That is about the whole story, as each Division seems to have a set pace which they cling on to. Geneva conductors came up from the bottom with a very good increase, passing two divisions in doing so. Here is the only possibility of an upset. Watch Geneva.



# Economy of Power—Comfort to Patrons

By W. J. McDevitt, Chief Instructor of Motormen

We have, I hope, emerged from the siege of depression which has hit everybody all over the country. At this time, we find ourselves bound together by that one common cause, to make a good living.

Since there are rules which govern our occupations, a motorman has to learn these rules when he is being trained for the job of operating a street car, and thereafter be reminded of them for the good of the service.

1. Always remember, you cannot pass a car that is ahead of you on the same track. Every time you operate your car so close to the car ahead, that it is directly behind your leader at an intersection, you are inconveniencing the passengers who must leave the car before reaching the cross street.

2. By operating your car on five points your leader has the advantage of a block ahead of your car. You can then stop your car at the safety zone, and the passengers can alight at the safety zone, at the corner where they want to get off.

3. The possibility of a car collision is also avoided, also the making of unnecessary starts and stops, thus saving power, discomfort to the passenger, your own nerve strain, and help to close a gap behind your car.

Our patrons complain when they see cars "bunched," then a gap without any cars. Motormen can help to avoid these gaps, and thus pick up more passengers.

Let's show the public that we want their patronage. Give them the kind of service they want—that is our business. And let's make it 100 per cent.

## Commendations

	O&B	Sutro	Geneva	McAll.	28th	T&F	24th	Third	W&M	Total
February .....	4	3	3	2	2	1	0	0	0	15
January .....	3	3	4	3	8	1	3	0	0	25
Total to date, 1934	7	6	7	5	10	2	3	0	0	40

"Those that have them have them," and "those that don't have them don't have them," can readily be applied to the Commendation Record, as January and February records show. The Commendation pages of Inside Track are on the increase. Look them over.

"The public will be pleased," might be changed to "The public IS pleased," with a very little more effort by those few employees causing the complaints.



## Employees Hold Their First Annual Dance Party

By Miss Emily Selaya, Commercial Department

On the eve of Washington's Birthday, February 21, 1934, the employees of Market Street Railway Company gathered at California Hall, Polk and Turk Streets, San Francisco, for their first annual entertainment and dance.

When the Employees Association became inaugurated several months ago, one of the first thoughts of the board toward establishment of a fund was the giving of a dance. The proposal met with the hearty accord of the members and immediate plans were made for the gala event. Committees were appointed, tickets purchased, the hall reserved, and all arrangements for a good dance program carried out. Included in the program were the refreshments to be served, beer and pretzels, and the well-known frankfurter of "hot dog" fame; the orchestra, and the program ads, too.

For three months interest had been stirred to the 'nth degree through the medium of the INSIDE TRACK magazine. All information concerning the dance was published which further promoted a general feeling of cooperation and good fellowship enjoyed by every good organization.

The committees met and made their plans for carrying out the official program of activities, the badges were ordered for committee members, then when the doors of California Hall opened at eight o'clock the ladies and gentlemen of the Reception Committee, wearing their white ribbons, stepped forward to welcome their many friends and associates to the party.

Through the compliments of Miss Ann Hoffman's Dancing School, the youthful talent from this studio had been secured by the Entertainment Committee. The kiddies danced and sang into the hearts of all the grown-ups present. Among this dancing group were the Misses Beverly Dutton, Jo Ann Foehr and Dorothy Martin, junior members of the family circle. During dance intermissions Miss Doris Jenkins made her dancing debut with an acrobatic and hula dance act, and the Misses Betty Lou Quint and Jean Mary Evans, sang and danced. Bill Lloyd, of the deep bass voice, who hails from the Elkton Shops, sang a couple of numbers while he was accompanied by his daughter at the piano.

Following this program, the Sciots went on parade under the official title of Sciots Libyar Guard (California State Champions of Sciots' Drill Teams). These fine young men garbed in their blue velvet uniforms, blue fezzes and flashing silver sabres, marched along with all the dash and drill of a military regiment. Cheerio, Sciots, as you go gaily marching by.



Samuel Kahn was then announced by Jim Davies, master of ceremonies, who introduced our president as the speaker. Mr. Kahn greeted everyone in his smiling and happy manner, said how nice everybody looked, how glad he was to be at the party, and that he was not there to make a speech but to have a good time. This short speech was concluded with much applause. The orchestra took up the cue and struck up a lively tune, all the dance-minded couples joined forces and the dance was in progress.

Burt Hamerstrom arrived at the party early in the evening and in a very charming and efficient manner circulated about that large assemblage of gals and boys. He gallantly shook hands with everybody, stopped for a moment's chat, expressing genuine pleasure at the opportunity of greeting so many of his friends and associates at one time. Fred Allen, also, beaming with smiles, greeting all his former associates from Geneva, and many of his new associates, too.

Messrs. Yount, Rosenauer, Brohman, Bivins, Jones, Jenkins, Cleaveland, Francis, Evington, Loughrey, Byington, Sawyer, McDevitt, Adams, Engels, Binkley, Farlow, Bashford, Ryan, Allan, Winning, Bragg, Cooley, and many, many others, with their ladies and groups of friends.

About eleven o'clock, Jim Davies, official loud speaker for the evening, announced there would be a drawing of door prizes. The show momentarily stopped for prize drawing and the lucky numbers were called out. Those who distinguished themselves in this lucky manner and the prizes offered are submitted for your congratulations:

- 1st prize**—1579 — Mrs. D. Davies, 2637 22nd Street, San Francisco, a silver serving dish presented by Granat Bros., San Francisco.  
**2nd prize**—2503 — Mrs. S. Wemmer, 1460 Hayes Street, San Francisco, \$5.00 cash door prize.  
**3rd prize**—3665—Mrs. T. S. Furner,



**James W. Davies**  
Master of Ceremonies

672 Minna Street, San Francisco, \$2.50 cash door prize.

**4th prize**—1719—Mildred Miller, 355 Eddy Street, San Francisco, \$2.50 cash door prize.

**5th prize**—4109—Jas. Reilly Undertaking Parlors, San Francisco, \$2.50 merchandise prize on Acme Shade Shop.

**6th prize**—4866 — Harriet Paradise, 510 Clayton Street, San Francisco, \$2.50 merchandise prize on Acme Shade Shop.

**7th prize**—375—C. P. Kenyan, 1534 Grove Street, San Francisco, \$2.50 merchandise prize on Acme Shade shop.

**8th prize**—2366 — E. Lencioni, 724 Arguello Boulevard, San Francisco. Fern given by the Blossom Shop, 1607 Haight Street, San Francisco. Congratulations to the prize winners.

And so the evening rolled merrily on, the dancers tripping the light fantastic to good, gay music, the other merrymakers occupying tables with their groups of friends as they watched the dancers or chatted over their glasses, or steins, while refreshments were being served.



When the eight bells struck out their tunes and the orchestra played the old familiar strains of Home Sweet Home, there were many who were reluctant to say good night and to trek their way homeward. It was evident everybody had a good time, and for days afterward the byword among us was the dance.

As this was only our first dance, we believe it is a forerunner of many more such happy events, and we know that it will be recorded on the books as a financial success. To the combined efforts of everybody, the committees, the board of governors, and the officials of the company who responded so generously to its support, such success is attributed. President Sawyer and Secretary McDevitt of the Employees Association advise that over eighteen hundred dollars was deposited in the fund from the benefits of the dance, and they are truly grateful for the hearty goodwill and cooperation of everybody concerned.

And now, last but not least, we announce the names of those who were awarded cash prizes for the sale of the largest number of dance tickets:

First prize of \$15.00 to Earle Swensen, clerk, Presidents' Office—606 tickets.

Second prize of \$10.00 to James Royston, clerk, Geneva Division—216 tickets.

Third prize of \$5.00 to R. L. McCarthy, Oak and Broderick Division—200 tickets.

Others who received a cash award of \$2.50 for the sale of fifty tickets or over are:

J. E. Carswell—28th Street Division.

J. R. Wickstrum—Overhead Lines Department.

H. R. Franklin—Sutro Division.

D. S. Flowers—Turk and Fillmore Division.

R. Stanley—24th and Utah Division.

L. P. Dahl—Washington and Mason Division.

To their lieutenants, assistant lieutenants, and many friends who made the sale of this large number of tickets possible, we say, good work, team-mates, one and all.

Honorable mention is made of the splendid cooperation of President George G. Sawyer, Secretary James E. McDevitt, and the Board of Governors of the Market Street Railway Employees Cooperative Association, whose names are submitted, for their part in carrying out the dance program to the enjoyment of all the members.

C. E. Lasater, Oak and Broderick; J. J. Adams, Main Office; R. E. Briggs, 28th Street; F. J. Doyle, Car House Repairs; A. E. England, Turk and Fillmore; E. Hoerschner, Engineering; L. B. Jaffa, Washington and Mason; E. H. Jewell, Haight Street; H. R. Mayers, Motive Power; A. H. McIsaac, 24th Street; G. A. Smith, Kentucky; R. T. Spencer, Ferry Terminal; A. H. Ward, McAllister; H. M. Ward, Cable Machinery; C. Whelton, Castro Cable; L. Mayer, Overhead Lines; W. Lloyd, Elkton Shops.

Hope to see you at our next dance.



"Some Party"



## Our New Fellow Workers

By R. E. Briggs, 28th Street Division

With the addition to our forces of quite a number of platform men, this is a good opportunity of calling the attention of the old-timers to the fact that a helpful way to create and maintain the best efficiency of the new men is to make them feel at home and welcome in our midst.

We all know that too often when an old-timer is signed up with a new man he feels an impelling desire to lay off on that day. That is not the way.

When you come into the Gilly Room, give the new man a friendly greeting, a pat on the shoulder, and a few cheerful words on how things are going. This will do more than anything else to create a better feeling all around and increase the efficiency of the new men. This is to the best interests of everyone, for we are all partners in the company under our profit-sharing plan. With all due respect to our Line Instructors and their methods of making the new men capable, there is additional work for every old-timer to give the new men pointers and make them more confident in their new jobs.

We were all new men once, and we know the feelings of the new man, so you old-timers give the new man a glad hand and we can rest assured that we will be amply repaid by their friendship and the interest they take in their work.

## Market Street Railway Company Employee Investment Association

### Statement of Receipts and Disbursements for FEBRUARY, 1934.

Balance on hand January 31, 1934 .....	\$90,860.27
Commercial Account .....	\$13,363.42
Savings Account .....	77,496.85

#### RECEIPTS

Received from Subscribers during February.....	\$ 5,102.50	
Company's 20% contribution on January collections .....	1,018.00	
Proceeds from sale 700 shares Market St. Railway P.P. Stock .....	4,522.00	10,642.50
Total .....		\$101,502.77

#### DISBURSEMENTS

Subscriptions refunded—Principal .....	422.50	
Subscriptions refunded—Interest .....	27.79	
Check Tax .....	.92	451.21
Balance on hand February 28, 1934 .....		\$101,051.56
Commercial Account .....	\$ 9,554.71	
Savings Account .....	91,496.85	

SECURITIES OWNED AS OF FEBRUARY 28, 1934—NONE.



## INSIDE TRACK



Address all communications to the Editor,  
Room 707, Holbrook Building, San Francisco.

This information is not issued in connection  
with any sale or offer for sale or offer to buy  
any security.

EARL G. RYAN, Editor  
W. B. FARLOW, Art Editor  
J. H. MENTZ, Official Photographer

SAN FRANCISCO, CALIFORNIA  
MARCH, 1934

### Suggestions in Effect Since Last Issue

- No. 4172—Eagle Gray, Motorman, McAllister Division. Post questions and answers on bulletin boards concerning matters of importance to the Company.
- No. 4193—James Gleason, Conductor, Third Street Division. Poster "You can transfer to all parts of the city on these cars."
- No. 4139—Odin Hoy, Conductor, Twenty-Eighth Street Division. Publish list of lost or stolen badges in Inside Track each month.
- No. 4187—Daniel Minihan, Foreman, Track Department. Hang cluster of red lights on trolley wire over men working during Owl service.
- No. 4160—E. Swensen, Clerk, President's Office. Poster, "See the Golden Gate bridge job—Lincoln Park, Cars 1 and 2."
- No. 4155—J. S. Toy, Conductor, Suto Division. Sign at 33rd Avenue and Clement Street, "To Lincoln Park and Legion of Honor".

#### Byllesby's Stamp Collectors

Mr. Stohlmann of the General Store Office has made a suggestion that if the enthusiastic group of stamp collectors in the company would get together and organize a stamp club, it would prove a profitable enterprise. He thinks it's a great idea, and to think it over.

#### Monetary Troubles

I try to borrow money, when I need  
it most of all,  
But when I want to make a touch,  
they say "you've got a gall";  
So I think I'll save my money, and  
put it in the bank;  
Then whenever I need some dough,  
I've got myself to thank.

—Clayton Stohlmann

### On the Cover

"Bobbie" says that baseball season is just around the corner, and that the fine spring weather, warm sunshine, no fog, plenty of fresh ocean breeze have served to fill the sand lots with future baseball teams. "Bobbie," or Robert Ernest, is the two-year-old son of Motorman W. A. Thompson of Twenty-fourth and Utah Division.

Baseball season opens officially in Seal Stadium on April 3rd. Some preliminary games will be played, starting March 10. Tell your friends how to get to Seal Stadium by street car. Cars 19, 22, 25, 27, and Southern Heights motor coach go direct to the park at Sixteenth and Bryant Streets.

### New Uniforms

We are anxious to know when the first new uniform, with round corners, makes its appearance. Kindly call the Editor of Inside Track for an interview, picture, etc.

### Counterfeit Coins

Conductors are warned again of accepting counterfeit coins. These are mostly of the silver dollar and dime varieties. There are many of these coins still in circulation but by watching carefully, you can detect them and refuse to take them.

Mutilated coins—when bent, damaged, cut away, mashed or otherwise deformed—should not be taken by conductors as they are not legal tender, and will be returned to you.



## We Sympathize

We all sympathize with our superintendent of transportation, A. W. Brohman, in the passing of his beloved wife, Pearl Amelia, on February 23, 1934.

Though the death of Mrs. Brohman was not entirely unexpected, she having been in ill health for more than a year, the sudden end came as a shock to us all.

To those of us who knew her well, who knew her qualities of heart and mind, who witnessed her unselfish and untiring efforts in the service of others, comes some realization of what her passing means to those near and dear to her. To them we extend our sympathy in the hope that it will in some small measure help to assuage the grief which must now be theirs.

~ ~ ~

## Two Too Many

Two women run for car No. 2. "Two bells" cause two passengers to miss No. 2 car. Two women run across tracks of two competitive lines and wait between tracks of two lines. Car does not stop. Two women cross two rails of competitive line and board car. Two women miss ferry boat and we probably lose two friends.

This may seem to be a humorous article, but to the company and all its employes it is a serious matter.

The incident occurred at Sansome and Market streets at 5:30 p.m., January 5, 1934.

~ ~ ~

## Welcome Boys

To the three conductors, R. J. Tubbs, D. L. D. Cash, S. E. Kruczynski, and the four motormen, D. R. Buchignani, S. de la Torre, S. J. Guardino, and K. R. Chavarria, we extend a welcome to the cable car operating industry and hope you like the thrills of working at Washington and Mason. We also hope you like your new work and become a regular.

## Our Deepest Apologies to Mr. E. C. Regan

Our apologies are hereby tendered to Mr. E. C. Regan, Division Superintendent, Oak and Broderick and Haight Street Divisions, for the error made by the printer in the omission of Mr. Regan's name from the program souvenir of the M.S.R.E.C.A. Entertainment and Dance on February 21, 1934.

This oversight is deeply regretted by the officers of the Employees Association who were in charge of the official program, and by the board of governors of the association. We accepted your fine compliments, Mr. Regan, towards the success of the dance, and now we trust you will accept our apologies for the printer's error.

By James E. McDevitt,

Secretary-Treasurer

MARKET STREET RAILWAY  
EMPLOYEES CO-OPERATIVE  
ASSOCIATION

## LOST BADGES AS OF MARCH 9, 1934

Watch for these badges. To find one means a nice reward of \$5.00 when you turn it into the office. In other words, these badges mean money. They are now in the hands of persons not entitled to use them. Read these numbers over carefully and you will soon become familiar with them. Better clip and paste in your trip sheet folder for immediate reference.

Conductors	Motormen	Inspectors
47 1397	38 1504	24
75 1495	76 1554	65
101 1629	96 1588	75
195 1797	534 1690	
235 1885	600 1694	
549 1895	872 1776	
551 1905	878 1886	
909 2005	1162 1942	
1065 2149	1176 1970	
1077 2329	1232 1976	
1219 2555	1300 2058	
1291 2559	1312 2222	
	1368 2234	
	1502 2762	



# Colonel Henry Marison Byllesby

## Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES  
MEETS—SECOND AND FOURTH FRIDAY EVENINGS  
WAR MEMORIAL BUILDING  
HALL 311

COMMANDER  
GEORGE CRAIG  
SR. VICE COMMANDER  
DAVE REFATTI  
JR. VICE COMMANDER  
R. A. LYONS

QUARTERMASTER  
H. E. COOLEY  
ADJUTANT  
RALPH STRAWN  
CHAPLAIN  
J. A. STRELESKY

JUDGE ADVOCATE  
R. L. EMERSON  
OFFICER OF THE DAY  
J. E. MCDEVITT  
SURGEON  
J. E. LEWIS

TRUSTEES  
D. S. FLOWERS  
E. H. JEWELL  
LOUIS PATTERSON

## Colonel Henry Marison Byllesby Post No. 3000

### Now a Reality



On February 23, 1934, a meeting was held at the Oak and Broderick Car House to elect officers for the ensuing year with the officers named above duly elected.

The elected Commander, George Craig, has had a great deal of experience in the Veterans' movement, being Past Commander of Funston Camp, U.S.W.V., Past Commander, United Veterans of the Republic, Past Commander of Joseph P. McQuade Post, V.F.W., and for two terms Past District Commander, 6th District V.F.W. We are fortunate indeed to have such an officer at the helm to start the Post off right.

Most of the other elected officers are transferred members from other posts in the city, and know what it is all about.

On Friday, March 23, 1934, the Post and the officers will be mustered in, duly installed by Comrade Hubbard, Department Chief of Staff, after which the Degree Team of Jacob Smith Post will initiate the members. The drum and bugle corps of Jacob Smith Post and Joseph P. McQuade Post will also be on hand to help out. Department Commander Neron and his staff will be present. The ladies have promised us a feed after the meeting.

We need your help and cooperation to make our Post the best in the city.

A charter fee of \$1.50 is collected from each charter member. The charter closes April 1, 1934, after which an additional dollar will be charged for National Headquarters, so get in before April 1, and save a dollar.



Dues are 50 cents per month, beginning April 1, 1934.

As we go to press, the following names are entered on our charter:



George Craig, Commander.

Craig, George  
Strawn, Ralph  
Cooley, Harry E.  
Lewis, James E.  
O'Lanie, H. L.  
Siegel, Henry  
Tyers, Thos. G.  
Hughes, Albert F.  
Bartunek, Victor  
Losacco, Michel  
Refatti, Dave  
Combs, Stanley  
Smolenski, Walter

Milliken, L. H.	Edmiston, Jas. L.
Benone, Frank	Gonzales, N. B.
Gratke, David	Hall, Lewis J.
Guttman, Morris	Navarra, Joseph
McDevitt, Jas. E.	Franklin, Harry R.
Johnson, Bert L.	Maples, Elmer R.
Magnuson, Gust N.	Douglas, Sherman W.
Costillo, Earl	Lusto, A. A.
Lyons, R. A.	Young, Herbert E.
Wilson, H. G.	Geldman, L.
Baronik, A. G.	Child, W. C.
Orner, Joseph	Schirmer, A. J.
Blacklock, Fred O.	Strelesky, A. J.
Maupin, W. F.	McDevitt, Joe
Burns, Maxie	Walters, Frank H.
DeBord, R. N.	Hoey, Jr., Hugh D.
Hoover, T. C.	Funk, F. P.
Picatoski, J.	Thompson, C. A.
Harp, D. K.	Hutchinson, W. D.
Penick, D. A.	Coleman, Russell
Getchell, E. R.	Moore, Walter
Polidori, F.	Ruffoni, Henry A.
Brittan, C. A.	Williams, T. E.
Penick, John N.	Collison, B. D.
Johnson, Fred	Sawyer, Jas. C.
Parker, E. L.	Patterson, L.
Greer, J. H.	Clendenin, H. S.
Kimber, Rilley	West, George
Coder, C. D.	Mattson, Geo. J.
Griffin, J. D.	Jackson, Frank
Robinson, Wm.	Shetookin, Mike
Burns, Harry	Derriso, W. M.
Cain, W. F.	Morrison, H. D.
Emerson, R. L.	Silvera, Frank
Pfeiffer, Henry	Connolly, Pat J.
Melikean, George	Dodd, B. B.
Flowers, DeLyle S.	King, V. P.
Hopkins, Homer K.	Himes, A. W.
Jewell, Edw. H.	Hawkins, H. C.

Watch Inside Track for Colonel Henry Marison Byllesby Post No. 3000  
news each month.

### HOW TO SAVE

Why pay more than is necessary for transportation?

On many trips you can ride swift, comfortable and safe electric cars and buses for a fraction of what it would cost to go by other services. Public transportation is convenient and easy on the pocket-book. Use it!



# Who's Who Among Probationers



Leo Brothers,  
28th & Valencia

## MOTORMEN

Leo Brothers, of 28th Street, carried off the laurels in the February examination for motormen, making a perfect score both in the paper work and on the equipment. Added to this is a clear record card—a commendation—and covering the entire period without an accident. Truly a history to be proud of.

Thirteen men completed training. One hundred percenters in heavy type:

### GENEVA

Dubose, H. L.  
Gerlach, C. I.  
Johnson, C. R.  
**Martin, W. T.**  
Melodia, Antonio  
Robinson, Norman  
**Tanner, M. E.**

### 28TH & VALENCIA

**Brothers, Leo**

### OAK & BRODERICK

Baronik, A. G.

### SUTRO

La Parin, R. R.

### McALLISTER

Fedorkin, M. S.  
Stelzriede, E. W.

### TURK & FILLMORE

Evans, Thomas

## STANDING BY DIVISIONS

28th and Valencia .....	100%
Geneva .....	98.9%
Turk & Fillmore .....	98.7%
McAllister .....	98.4%
Oak and Broderick .....	97.5%
Sutro .....	96.7%
General Average .....	98.4%

## CONDUCTORS

Three conductors passed their final examinations on Tuesday, February 27, 1934.

Charles Vanderbyll, of Geneva, wins top place with a score of 99.8%.

Complete list below:

### GENEVA

Vanderbyll, Chas.

Strelesky, J. A.

Fisher, Chas.



Charles Vanderbyll,  
Geneva Division

## PERCENTAGE OF DIVISION

Geneva — 98.3%



## Safety League

Number of Car Hours per Accident

Division	Feb. 1934	Feb. 1933	Rank in 1933
Third Street .....	1,166	811	2
24th and Utah .....	675	974	1
Geneva .....	581	707	3
Oak and Broderick .....	530	659	5
28th and Valencia .....	513	662	4
Sutro .....	463	380	9
Turk & Fillmore .....	460	465	7
Washington & Mason .....	403	403	8
McAllister .....	344	496	6
Average .....	519	591	

### THIRD STREET WINS FEBRUARY SAFETY LEAGUE CUP

Not to be caught asleep, Third Street maintains its lead with a big margin over all other members of the Safety League for the month of February. No competition here.

McAllister Division had no trouble winning the goat. They are out alone with a very small showing. No competition here.

## Complaints

FEBRUARY, 1934

Division	Discour- tesy	Fares	Transfers	Inatten- tion	Total Feb.	Total Jan.
Washington and Mason .....	0	0	0	0	0	0
Oak and Broderick .....	0	0	0	2	2	2
McAllister .....	0	0	1	1	2	4
Third Street .....	0	0	0	2	2	0
Geneva .....	1	0	0	2	3	5
Turk and Fillmore.....	0	0	2	1	3	2
Twenty-eighth Street .....	0	0	0	3	3	4
Sutro .....	2	0	1	3	6	2
Twenty-fourth .....	2	0	2	7	12	0
Total .....	5	0	7	21	33	19

### FEBRUARY COMPLAINTS ARE UP

There is something wrong when so many complaints are received for one trouble, inattention. You know when you are **on the job**, better than any one else. It is up to **you** to remedy this trouble. It is not difficult to see where inattention is the direct cause of loss of revenue, and that means loss of your earnings, now that we receive a share in profits. Wait for the **intending passenger** and help boost your own pay check.





Motorman  
A. G. Crutchley



Motorman  
H. E. Young



Conductor  
George Hassell



Conductor  
S. O. Lavine



Conductor  
Alex Diamond

## Two Motormen and Twelve Conductors at Oak and Broderick Division Are Very Attentive to Duties

MR. H. KAHN, 555 Buena Vista Avenue, called at this office and stated that the following conductors and motormen on the No. 6, Haight and Masonic Avenue line, were very attentive to their duties and worthy of commendation:



Conductor  
Harvey Mayville



Conductor  
William Fay



Conductor  
Joseph Nichol



Conductor  
Edward Ryan



Conductor  
Alfred Aaron

Conductors Nos. 717, 797, 747, 739, 719, 955, 865, 731, 723, 665, 927, and 761.

Motormen Nos. 656 and 882.

### COMMERCIAL DEPARTMENT



Charles White  
Conductor



Edwin Blythe  
Conductor



Conductor  
Roy Belden

Conductor  
Thomas Hegarty



# • As Others See Us •

## Conductor B. V. Galligan Receives Thanks For Returning Lost Purse



Gentlemen:

I want to thank your company and particularly the honest conductor that turned my bag containing money into your care which I lost January 20th on one of your No. 18 cars at 5th and Market streets and received January 21.

Sincerely yours,

MISS M. BARTH,

1272 Fell Street.

✓ ✓ ✓

## Parents of Lost Child Are Located By Conductor M. F. Higuera and Dispatcher

Dear Sir:

For your information I beg to advise that this morning, 9:12 a.m., Conductor M. F. Higuera, run 13 of the Mission and Richmond line, brought in a four-year-old child he found to be lost on his car. On questioning the conductor it was found that the child boarded the car on Cortland Avenue, near about Elsie or Moultrie Street, the child boarding along with adults who the conductor naturally thought were in charge of the child.

On inquiry to the Police Department we found that no lost child had been reported. We therefore took the child back to the vicinity of boarding the car and from one of the merchants on Cortland Avenue the identity of the child was learned; the name of parents was found to be Stevens of 269 Moultrie Street. At Moultrie Street the mother was not in on our arrival with the child. She arrived soon after however and explained that she was scouring over the neighborhood looking for the boy. She certainly seemed to appreciate the kindness shown in restoring her boy to her and said she certainly was thankful.



Yours very truly,

R. S. CLEVELAND,

Division Superintendent.

✓ ✓ ✓

## Conductor F. J. Boylan Helps Blind Man To Curb and Is Praised by Passenger

Mr. E. C. Regan,  
Division Superintendent.

Dear Sir:



On January 16th I was riding west on an Ellis Street car in charge of conductor No. 977, F. J. Boylan. The car stopped at Jones and Ellis streets and a blind man with a white cane left the car. The conductor got off the car and very politely assisted the man to the sidewalk. This action had a very good effect on several other passengers and on me so I thought it would be worth while mentioning. Please convey my thanks to him for his thoughtful act and let him know that things of this sort are noticed by our patrons.

Very truly yours,

A. W. BROHMAN,

Superintendent of Transportation.



### Motorman E. Flemming Is Praised For His Kindness and Care of Crippled Children



Mrs. Eppler of Fruitvale, California, telephoned and commended Motorman E. Fleming of the No. 17 Line for his kindness and consideration in caring for children going to and from the Shriners' Hospital.

Mrs. Eppler said she spoke for a number of women who had pointed out this motorman to her, stating that some of them wait for his car since they know their children will be in good hands when in his care.

Commercial Department.

✓ ✓ ✓

### Motorman R. A. Henley Is Commended By Chaplain Leslie C. Kelly For Avoiding Near Accident

Dear Mr. Handlon:

Remembering your talk at the Exchange Club and my question afterwards, I want to congratulate the motorman of the Ellis-O'Farrell car that came down the hill on O'Farrell Street at Laguna at 5:33 this afternoon. He succeeded in stopping the car to avoid crashing into a roadster that ran deliberately across the track in front of the street car. I did not jot down the number of the street car but I think you can locate that A-1 motorman.

Yours truly,  
Chaplain Leslie C. Kelly,  
Saint Paul's Episcopal Church,  
California Street between  
Fillmore and Steiner Streets.



✓ ✓ ✓

### Conductor S. Glasserman Renders Very Courteous Service. Furnishes Information To Strangers

Gentlemen:

I wish to call your attention to the very courteous service rendered by one of your conductors on Sunday, January 28th.

My son and I were going down to the beach on that day and as we had not been very long in this city I made some inquiry of this conductor with regard to reaching certain points of interest. He secured a folder for us as we passed the car house and at intervals during the rest of the trip when he was not engaged with his duties, outlined to us in a very intelligent way just how to go about seeing the places we had in mind.

If your service is generally of that character you are to be congratulated. This conductor was in charge of car 884 which reached the end of the line at the beach at 12:10 p.m. Sunday, January 28th.

Very truly yours,  
Eustace L. Williams,  
1501 Larkin Street.

✓ ✓ ✓

### Conductor H. A. Jahnsen Is Praised For Efficiency and For Calling Streets Clearly

Gentlemen:

Last Sunday about 3:00 p.m. I crossed the city on the Fillmore line on car 848, Conductor 447 I think, and I surely must commend his efficiency. He not only called the streets plainly and distinctly but its car line and number, sometimes the direction of same. It was a marvelous convenience to a resident passenger, but a priceless one to a stranger.

Yours very truly,  
Jenny S. Macmillan,  
485 Buena Vista Avenue.





# Department Doings

## Byllesby's Busy Bees

For General Office Employees

Edited by MISS RUBY SCHAAR



Set your mind in order. Forget  
greed, discard fear.

Do every day the very best you can  
do in every situation. Be energetic,  
be unselfish, be happy.

—Vash Young.

Someone made the "doggy" remark last month that there must have been a fire sale some place considering the number of white sweaters the girls have been wearing lately.

Incidentally, it wouldn't do to describe this remark as "catty," for perhaps the gentleman who made it might take offense in reading this article. Your editress is still striving to please.

It seems that Paul Beckert and Orlo Curtice are only standing up for their "constitutional" rights in refusing to answer when someone comes in the door and says "Hello, girls," to everyone in general.

So, Monty, please take heed.

Take it from someone who knows, if anyone wants to know what a certain girl, German by nationality, who acquired a Swiss name when she married, is a native Californian, likes Italian food, goes regularly to a French hairdresser, and speaks Pig Latin fluently, thinks of the Swedes,

they may say to Vera Senn "Ay tank Ay go home now."

We would tell you here to save you the trouble of finding out, but it's supposed to be unprintable.

All our hearts went out to Mr. Brohman on February 23rd, when we heard that Mrs. Brohman had passed away. To us all came the instant understanding of Mr. Brohman's great loss in the going of that lovable woman, for the charm, the goodness and charity of Pearl Amelia Brohman were well known outside her home, and many friends there are who regret her passing.

To Mr. Brohman, whom we all appreciate and like deeply and well, we convey our true sympathy.

Erin Casey.

We are glad to learn that our little friend Maude Everson has recovered sufficiently to leave the St. Francis Hospital, where she spent a week or two. We will be happy to welcome her back again.



### That Mail Man

His intentions were good, it seems, but his follow-up was sorta weak for when he came, he saw and fell for one of our most beautiful maidens. Had it not been for that matter of a small bet with Mr. Fred Allen of a pound tin of smoking tobacco, all this might never have come to light. This letter might explain the situation:

March 1st, 1934.

"Dear Mr. Allen: In consideration of the attached package, which is in full settlement of the bet I lost, I am hereby released from that remark I made that I wouldn't take out any young lady from the office. This release took effect on February 22nd, 1934, at her home.

(Signed) Harold Sloat.

P.S. This is one bet I enjoyed losing."

Out of courtesy, we have omitted the lady's name intentionally, and let it be said that Harold has our approval and admiration for his excellent taste.

### WARNING TO EVERYONE

A couple of chisellers are at work on this building. BEWARE.

### LOOK-OUT DEPARTMENT

Here's some scandal concerning Mr. William Rucker's recent birthday. A beautiful woman named Margaret has always sent him a telegram on that occasion for many years. What we know about you, Mr. Rucker. We also wish you many more happy birthdays.

It seems that Dick Allen, the sweet man of the Auditing Department, is no longer my exclusive sweetheart, as once I thought. Since the advent of more girls into the Auditing Department, the rivalry is pretty heavy in there now, I understand, and what chance has a rank outsider like me, way off in another room, against a whole group of eight beautiful women right in the same department.

### The M.S.R.E.C.A. Dance

The dance is over and was it a wow! Did they all enjoy it, we'll say, "An how!"

The program was splendid—a whole lot of fun;

Everyone was delighted with the prizes they won.

The excellent committees worked everything right,

And the way we enjoyed it, sure was a sight.

The dance was well handled, 'twas sure up to stuff,

The regretful part is, they aren't often enough.

What happened to Mary Lang, Dorothy Cohelan, Helen Tuttle, Anne Kerwin, Anita Rohlf, the Meshers, the Freelands, the Townes, the Walters, the Helms, the Kings, the Jose's and quite a few others that were conspicuous by their absence the night of our jig? Remember, we threatened to expose you all, so this is the result.

Anyway, you missed some good music by Ritchie DeGregorio's Orchestra and a perfectly grand get-together.

You would be surprised if you knew of all the dolling up that went on the day before the big dance. Just to mention a few people and the details would almost stop you. We hear that George Allan got fingerwaved, Earl Ryan shampooed his locks, Billy Kenny got a permanent, Harry Cooley took a henna rinse, Fred Allen had his hair in a curl, Paul Beckert tried a marcel, not to mention those who took a snifter, a shower, a shave and a chance, but did the ladies also do themselves up proud? Most all of them had the corsages, after all, and were they lovely?

We are very proud to learn that the Main Office, in the person of Earle Swensen, won the \$15.00 prize for selling the most dance tickets. What is the matter with you other divisions, are you slipping?



## REMINISCENCES OF THE M.S.R.E.C.A. DANCE

Some good little numbers on the entertainment program, George Sawyer's happy smile at the success of it all, Burt Hamerstrom shaking hands with a shy old man, Erin Casey's brother in his "civvies," H. R. Mayers wiping streams of perspiration away, Eleanor Kenney's young looking mother, Maud Driscoll's dignity in a beautiful gown of black satin and rhinestones, the quiet perfection of Mr. Kahn's address, E. J. Rosenauer and his charming wife, Rose May's lovely Alice blue gown, George Binkley playing Indian, Mamie Sheehan in black crepe, little Elsie and big Elsie Hurson, Fred Allen a-dancing, Helen Doble, tall and calm, greeting the latecomers at the door, Jimmy Adams buying another string of tickets, Eula McVicar's pale blue ruffles, our meeting the wives of Harry Cooley and C. J. Bashford, John DeHart's little glasses, Eleanor Kenney's orchid, Earl Ryan, one of the latecomers, Paul Beckert and the "missus" laughing together, Mr. Gustafson, famous conductor on the Sutter-"Yackson" line, J. Yount hotfooting it around with Mrs. Yount, but what still worries me, did or did not George Engels ever find the place he was looking for?

### Geneva Avenue Attention!

Mr. Earle Swensen regrets very much the deplorable oversight that caused him to forget his music and that the loss of hearing those golden tones that are world famous (almost) was such a tremendous disappointment to you.

We hope you have the great honor of hearing our pet crooner the next time.

To those members of the Byllesby family who have serious illnesses in their immediate families, the Inside

Track extends its deepest sympathy and understanding. We trust this little article will find great improvement in your dear ones.

Those of you who jumped at conclusions and changed what is known to be an old time friendship into a bright and shining romance were all wet. Remember, all is not gold that glitters. Besides, it is the editress's work to dig up all the scandal and I surely couldn't find anything to "Winchell" about there.

Several of those who gaily danced at California Hall on February 21st report that Rubye Schaar, friendly and charming as usual, was especially graceful and lovely in her party dress. (This item by one of the several when Rubye went out to lunch.)

Among the many people who attended the dinner given by the Ladies' Guild of St. John's Lutheran Church on the evening of February 8th were many employees of the company and their friends.

Those attending were: Miss Rose Mays, Miss Anne Kerwin, her sister, Miss Margaret Kerwin and nephew, Jack Morehouse, Mrs. Maud Driscoll, Mrs. Jo Cowan, Mrs. Lillian Hayes, Mrs. Eleanor Kenney, Miss Maude Everson, Mr. and Mrs. W. T. Bivens, Mr. and Mrs. Clyde Spillane, Mr. Roy Spencer, Mrs. Helen Doble, Mrs. Maurice Hurson and daughter Elsie, Mrs. Lula Murray, Miss Helen Tuttle and friend, Miss Lepha Laymon, Miss Bernice Landini, Earle Swensen, Mrs. Eula McVicar and Miss Rubye Schaar.

Harold Sloat, who takes such pride in keeping his "masheen" all shined up, is busier now than ever simonizing it, 'cause those roads to San Jose are mighty dusty, it seems.



# Superintendent of Equipment Department

By MRS. JEANNETTE SORENSON



Well, did you attend the dance and did you have a good time? If not, it must have been your own fault. Was it a success? Just ask those in charge and they will enthuse for a couple of hours on how great a success it was. The entertainment was good, exceedingly so, and the Ann Hoffman kiddies performed like old troupers. The music was just right, but due to the very large crowd it was almost impossible to dance. You got on the floor and moved about an inch at a time; of course, if you stayed until the wee sma' hours of the morning, I believe you could have danced. As for the refreshments, they certainly were consumed, all kinds, all evening long, and I believe a hurried call was sent out for more. I have only one complaint to make, I missed our bunch from Elkton shops who were there. At the next dance, I am going to have either a pair of stilts or a periscope, so I can see. It's a terrible handicap being short when you are in a crowd.

Mr. Delaney came back to work early this month, and we were very glad to see him. He is looking fine, says he feels fine, and we hope within the next few months he will regain his weight.

Arthur O'Toole has been off sick for the last few weeks. I know he would appreciate seeing some of the boys, as it is rather nice to have someone drop in when you are ill.

Here is a surprise: Mr. Anderson of the Electric Repair Shop took unto himself a wife. Haven't been told just when, but anyway, here are congratulations and best wishes from us all, Mr. Anderson.

Mr. Farrell has left the hospital after being laid up for the past several months with both legs broken. I understand he is still on crutches, but that each day he is getting stronger.

## Pull-In Record

Division	Feb. 1934	Jan. 1934	Rank in Jan.
Haight Street .....	87,175	32,300	2
Oak and Broderick .....	50,309	22,349	3
Third Street .....	22,745	63,299	1
Twenty-fourth Street .....	13,431	13,391	5
Twenty-eighth Street .....	11,752	16,944	4
McAllister .....	6,888	7,996	8
Sutro .....	6,737	9,462	6
Turk and Fillmore .....	6,324	8,660	7
Geneva .....	4,392	4,267	9
Average.....	8,757	10,005	

### HAIGHT STREET UP AGAIN

Haight Street moved into top position again after giving way to Third Street in January. Haight made a much better showing than Third did last month. Average for the month is down 1248 miles under January. Geneva managed to hang on to the other end of the rating with Turk and Fillmore, Sutro and McAllister to keep her company.



## Department of Overhead Lines

By CHARLES WAGNER



That whimsical bird, the stork, has been giving rather liberally of his valuable time to our Department lately, but with all his apparent good intention, he seems to get his orders twisted. Take the case of "Bill" Gates, for instance. Mr. Stork has just left Bill the tenth baby girl, much to his chagrin, since the requisition plainly called for a baby BOY. Now, there is nothing that can be done about it, for you do not know what it is until you have received it, and after you have it, old Mr. Stork will not change it or take it back, so you make the best of it, which "Bill" and Mrs. Gates are happily doing especially since both mother and youngster are "just fine".

Our second case, that of Leo Scott, is somewhat different. You know this fellow Stork is most persistent and generally sells every prospect. When he took the Scott's order they did not specify either boy or girl, so when he added a darling girl to a previous girl and boy, they accepted graciously and are happy that both mother and newcomer are doing excellently. In both cases, we wish the parents every good fortune and happiness with those tiny additions to their families.

A young colored couple were sitting at the foot of the Statue of Liberty. Henry was holding Mandy's hand.

"Henry", said Mandy, "does you all know why dey has such small lights on de Statue of Liberty?"

"Ah dunno", replied Henry, "unless it's because de less de light de mo' de liberty."

Well, at last, Charlie Evans has

what he has longed for like a boy for a new toy to play with. It's brand new, nice and shiny and runs on four wheels. Ah! you've guessed it, a new International truck. And you can bet Charlie is just as proud over that new truck as a mother is over a carriage for her first-born child. When he parks the new truck he gets out, struts around it with his chest puffed out, a feather duster in one hand and a chamois cloth in the other to prevent any dust from settling on it.

"How old is a person born in 1897?"

"Man or woman?"

Milton Peyre, with his fellow classmates of the University of San Francisco, made a week-end trip to Yosemite Valley a few weeks ago. They were sadly disappointed at the lack of snow on the floor of the valley. They made a trip over the new Wawona road, going through the new tunnel to Chinquapin, and thence to Badger Meadows (over 7000 feet above sea level) before they reached any snow.

They stopped along the road to view the beautiful scenery, and according to Milt, a person couldn't find words adequate enough to do justice in describing it.

Old Stork still holds another order from a member of our Department. This one is for a first-born, and, of course, calls for a boy. We will soon let you know whether the old bird fills this requisition properly or not.

A net income of \$3.70 for its passenger service was reported for the month of April by a steam railroad operating between Marysville and Oroville, California.



## Bits-o-News from the "Ferry Loop"

By JIM GARDINER

The Market Street Railway Employees' Cooperative Association certainly showed their ability to stage one real get-together social and dance, which was held at the California Hall on February 21st. This was their first social affair and from all the comment, their next one will be such as to demand the use of the Auditorium—let's hope so. Pretty soft for the day crew; however, the night hawks are busy figuring how they are going to make the grade for the next dance. Cooperative planning is sure-fire—the success of the next social is practically "in the bag."

Hello, Inspector G. O'Donnell—the Loop is still here. Come up some time!

The "Big Parade" up Market St. on February 22nd, in commemoration of Washington's Birthday was a spectacle not easily forgotten. San Francisco outdid herself in the weather, sun shining, clear blue skies, not overlooking the crowds that lined the streets, with their hearty shouts of applause for numbers given by the paraders that will ever live in their memories. Yes, and carrying many of the men mentally back to those days of "Over There." Commendation is certainly due our Chief Inspector for the efficient and smooth rerouting of the street cars during the hours of the parade. There wasn't even a "hitch" in the Byllesby Service—a record of which we are all very proud to have had a small part in.

### Meeting the Test

The examiner was questioning a candidate for the position of engine driver.

"You are driving an engine down a steep incline at an excessive speed.

What do you do?"

"Make a brake application," said the candidate.

"Doesn't act," shot back the examiner.

"Put brake handle into emergency position."

"Does not reduce speed sufficiently," went on the examiner.

"Reverse the engine and turn on steam," said the candidate.

"The wheels refuse to grip the metals."

"Pour sand on the metals?"

"Sand is damp and won't pass through the pipes." The examiner put the question with an air of triumph. "Now what do you do?"

"Let her rip. We've reached the level now."

### OBITUARY NOTICE

The dearly beloved wife of A. W. Brohman, Superintendent of Transportation, was laid to rest in San Francisco, February 23, 1934.

Our heartfelt sympathy goes out to the bereaved husband, daughter and sister in these few lines:

"Words lose their power in times like this;

But may these simple words convey A bit of that deep sympathy

That's sent to comfort you all today."

—The Boys at the Loop.

### Real Benefactor

Owner: Here, what are you doing? Don't you know you're not allowed to take fish out of this water?

Angler (three hours without a catch): I'm not taking them out. I'm feeding them!

"How does the clock go that you won at the sports?"

"Fine—it does the hour in fifty minutes."



## Regan's Reliable Motormen Tell How

*The following list of motormen at Oak and Broderick Division tell how they managed to pull their cars through traffic for the year 1933 without a single chargeable accident. Oak and Broderick Division held first place in the Safety League for six months, but their margin of car hours failed to put them in first place for the year.*

*These motormen are from the Oak and Broderick and Haight Street car houses and travel some of the hardest traffic streets in the City. They represent only one of nine Divisions of the Market Street Railway System.*

JOHN ANDERSON—"In regard to having no chargeable accidents in the past year of 1933, I wish to say that a motorman must pay strict attention to duty, have no unnecessary conversations while on duty, know the condition of the car and the track, and keep the car under control, sounding the gong at crossings, where there are parked autos, and other places necessary."

A. F. BARTLING — "Being on the look-out at the bad places is half the battle. The other half is to avoid all accidents you can by being on the look-out, and here is hoping I will have none in 1934."

C. J. BARNETT who has gone on leave, on account of poor health, says that traffic is not so bad as long as you know what you are doing.

O. L. CUYLER—"You cannot take a street car around an automobile, so the next best thing to do is give them the breaks."

G. CRAIG — "Follow the rules for safe driving and you cannot go wrong when operating a street car. Rules and regulations are for our safety when we obey them. A safe motorman is always a good motorman."

A. B. DILLON is always punctual, keeps his mind on his work, tries hard to run on time, and never runs reckless.

GEO. L. FORDTRAN — "I had no chargeable accidents during the year 1933, due to careful operation of my car. Look to both sides of the street before starting the

car. It is my experience that judgment of speed and distance will help prevent accidents."

C. Geldmacher—"Figure out the best you can just what the other fellow is going to do and act accordingly. Try to work in harmony with your conductor and you will get good results."

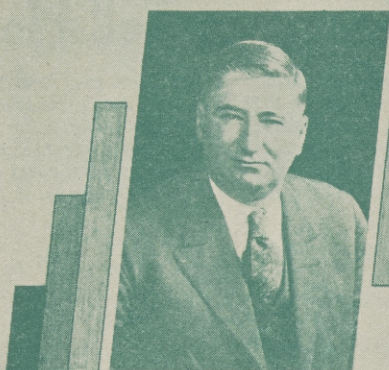
R. E. HENLEY—"Watch carefully who is driving an automobile and be extremely careful. There are a few women who know their stuff in traffic but they are very few."

J. J. HUTCHINSON—"How to avoid accidents: By slowing down or stopping at intersections and having car under control at all times. Avoid unnecessary talk and do not get upset when things do not work out right. Take a common-sense view of all conditions and act accordingly."

H. HERMAN says that "by avoiding the fellow that stands next to the controller to waggle his tongue to you with some unnecessary conversation for no reason at all, many accidents would not occur."

E. H. JEWELL—"Following are the reasons I have had no chargeable accidents during the year 1933: I keep my car under control at all times. I get at least eight hours sleep every night which helps to keep me alert. I always give the other fellow who seems to be in a greater hurry than I am the right of way. I am always on the look-out for autos that might pull out from the curb without warning and I never run past a standing car too fast or without sounding my gong."





*E. C. Regan*  
Division Superintendent

# REGAN'S R

1933



*J. Anderson*



*A. Bartling*



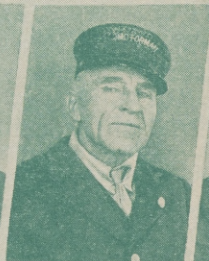
*C. Geldmacher*



*R. Henley*



*J. Hutchinson*



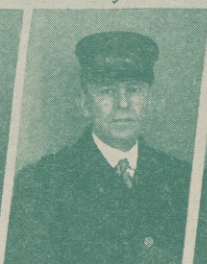
*H. Herman*



*E. Jewell*



*C. Lasater*



*H. Lacey*



*J. Milne*



*J. Miller*



*J. McInnis*



*W. Herbert Stevens*



*G. Simpson*



*J. Sousa*



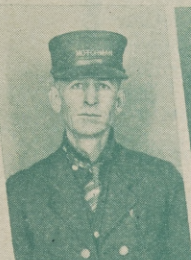
*A. Southworth*



*A. Stocker*



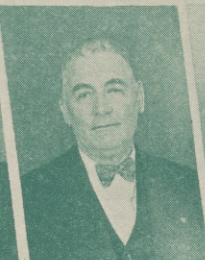
# RELIABLE MOTORMEN



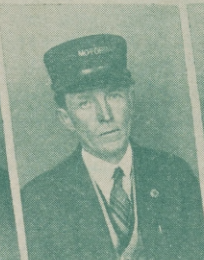
C. Barnett



O. Cuyler



G. Craig



A. Dillon



G. Fordtran



S. Jablonski



M. Kulis



J. Law



R. Larsen



J. Lewis



J. Navarra



H. Noll



G. Provish



H. Pfeiffer



W. Howard Stevens



P. Seegos



J. Treanor



F. Wheaton



A. Wiedl



H. Walker



S. JABLONSKI—"Again I have made the 100 per cent grade and I am going to say again that I am going to stay there. A cool head carries you through many tight places."

MIKE KULIS has entered his ninth year without a chargeable accident and thinks it has become a habit. He says "when you see a wild driver about to take the right of way, let him have it, because he will take it anyway."

J. A. LAW is a very careful motor-man, runs a very smooth car and says, "never open the exit gate before the car has made a full stop and this is the secret of keeping from using ink and writing accident reports."

R. LARSEN says that "the co-operation of an alert conductor pulls you through. Never take any chances; when in doubt, stop."

JAMES E. LEWIS says, "the prevention of accidents is a question as to whose best interests you are working for, yours or the company's, or both."

C. E. LASATER says, "with observation, concentration and relaxation, these make a fairly good remedy for non-accidents."

H. LACEY—"I try to be on the alert at all times."

J. G. MILNE—"My motto is 'safety first at all times, careful operation, and when in doubt, give the other fellow the right-of-way'."

J. C. MILLER—"To avoid accidents, always try to have your car under control. Slow down at all crossings. Don't try to take the right of way, always give it instead. Always be on the alert. If you follow these rules, you will win."

JOE NAVARRA—"Be on the job at all times. Sound the gong at all crossings and when passing street cars that are standing. Give the other fellow the right of way and don't have unnecessary conversations with anyone."

HENRY NOLL—"By the grace of God and with the aid of a good

conductor I am back on the non-accident list again."

J. A. McINNIS—"I have found no better way of preventing accidents than by keeping your mind and your eyes on your work at all times. Always give the other fellow the right of way, whether you think it belongs to him or not. By following those rules, it has helped me to miss many an accident."

*Note: Since the above was written, J. A. McInnis has passed away. We respect his advice and leave it with you for the fine spirit he exemplified.*

G. PROVICH—George has a very congenial disposition, is always smiling and his conductor says "it feels fine to work with him, as you don't have to worry about having to make reports out after you have finished your day's work."

HENRY PFEIFFER—"To avoid accidents, attend strictly to business. Run a smooth car always and make sure your car is under complete control at all crossings to meet any emergency that may arise. Never crowd the automobiles, but give way to them, as no time is lost in doing so. Proper use of the gong is a big help and let the other fellow know you are near. With the cars in the best of condition and kept this way by the shop foreman, there is no cause for accidents. The defect card helps to keep them in good condition."

WILLIAM HOWARD STEVENS (Badge No. 966)—"I was pleased to go through 1933 without a chargeable accident against me and would say that the way to avoid them is to be strictly on the job at all times while operating a street car. Never talk to passengers or look at scenery along the line while the car is in motion. I hope to have more non-accident years."

STEVENS, W. H. (Badge No. 914)—"Watch parked automobiles



closely and sound your gong when you are about to pass them. It is necessary to watch in front of you at all times and also on each side when coming to crossings."

- G. R. SIMPSON—"I believe that if we apply the Golden Rule to the problem, we can avoid many accidents. If we just stop and think of some of the foolish things we have done while driving our own machines, we will be on the lookout for those same things by other drivers and then give them the same chance that we would like if we were in the same position."
- J. SOUSA—"I have once again graduated into the 1933 ace class and with the help of a good conductor, I am on my way again to make the grade in 1934."
- A. SOUTHWORTH is very proud of his record for 1933 and is on his way again for the 100 per cent rating for 1934.
- A. A. STOCKER—"My motto is safety first. Keep your eyes strictly ahead at all times."
- P. SEEGOS—"How to avoid accidents. As Shakespeare says, 'A little nonsense now and then is relished by the wisest men,' but when on duty, I make a habit of using safety first, last and always."
- JIM TREANOR—"I find that to avoid accidents, you can never take chances. Keep calm, cool and collected and keep your car under control at all intersections."
- F. WHEATON, who works the Ingle-side Owl, says "never try to pick up or let off passengers when your car is in motion. Do not try to make quick stops, or see how close you can come to a standing car ahead of you."
- A. WIEDL—"You must know the condition of your car, reduce speed at all crossings, always have your car under control and let the 'I'm first' drivers have the right of way."
- H. T. WALKER—"I find that to avoid accidents, a person should have sufficient time for rest. This,

with a lot of luck, might help one to go for a year or more without an accident."

### DO YOU KNOW?

That King John sealed Magna Charta? He could not write. No King of England could write until Richard II.

That bamboo is the tallest grass in the world?

That eels have scales under their skin; also that the young eel is flat, not round, like the adult?

That in Siam a parachute is said to have been known as far back as 1650?

### In One Boat

It was little Timothy's first day at school. Shortly after the opening of the first lesson he walked up to the school teacher's desk and said: "I ain't got no pencil."

The teacher, with a shocked expression on her face, said: "Oh, Timothy, I haven't a pencil!"

A sympathetic look crossed the small boy's face, and he replied: "Ye ain't, either? Well, we're both in the same fix, ain't we?"

A colored woman went into a store to buy a collar for her husband.

"What size?" asked the clerk.

"I done forgit de size," replied the woman, "but ah kin manage to reach around his throat wif bof hands".

—Tatler

A new office boy had a treacherous memory. His employer heartily sick of reminding him of his duties instructed him to make a note of everything important he had to do and to keep it beside him on his desk. The next day the employer was glad to see a large notice displayed on the boy's desk.

"Good," he said to himself, "my warnings have taken effect."

Complacently he walked over to look at the notice. It read: "N.B. Leave office at six o'clock sharp."

—Tatler



## Oak and Broderick

By J. L. EDMISTON

The first Annual Entertainment and Dance given by the Market Street Railway Employees Co-operative Association, Wednesday evening, February 21, 1934, at the California Hall, was a big success and everyone had a good time. Those in charge should be commended for making it such a big affair. Oak and Broderick Division hopes the next entertainment and dance will be just as successful.

Colonel Henry Marison Byllesby Post, Veterans of Foreign Wars, is being formed and is open to all employees of the Company who have seen foreign service. If you are eligible, you belong in this Post. So, fall in and make it one of the biggest, richest, and best posts in the city. The Post has had two meetings at Oak and Broderick Car House where they have organized, elected officers and obtained charter No. 3000. The officers elected are: George Craig, Commander; Dave Raffeti, Vice-Commander; Dick Lyons, Jr., Vice-Commander. There will be an installation of officers, and refreshments, on March 23rd at the War Memorial Building.

Shopman W. Arthur Cramer has completed his full course in first aid training from the Industrial Accident Commission of California. Art finished the full course in five weeks and now is competent to handle most any case that may come in.

Ralph Cowden, upon arriving at the dance, was immediately caged and told to sell tickets the rest of the evening. Ralph looked quite nice behind the gilded bars.

George Drury and his wife attended the entertainment and dance and enjoyed themselves very much.

Ben Swan, old employee, is back into the fold, after an absence of some time. While he was out of service Ben travelled around quite a bit and is now mighty glad to get back and settle down.

George Tyers and Jimmie Baillie went to Monterey on a fishing trip and had very good success by catching the limit. On their return home, they distributed several messes of fish among their friends, who enjoyed them very much.

Five men were promoted at Oak and Broderick to Line Instructors. Jim Treanor, Herb Behlendorf and A. F. Bartling were promoted to Motormen Instructors. Eddie Havens and Leonard Pedersen were promoted to Conductor Instructors. We wish to congratulate them, and hope they will be able to give their students the knowledge of the street car business and make their students just as good as they are.

The following list gives the names of conductors at Oak and Broderick Division who were not on the short and over list for the month of January, 1934:

Bolger, W.	Jacobs, W.
Birman, J.	Lusto, A.
Baillie, J.	Leiss, E. C.
Carr, S. N.	Lucier, A. C.
Cowden, R.	Martin, G.
Coffey, M.	Meyers, W.
Darcey, T.	Mosk, J.
Fay, W. J.	Norres, C. M.
Hood, C. L.	Polivka, A.
Hegarty, T.	Schlichting, C.

Shopman Lin Vemmer's mother was one of the lucky ones in drawing one of the door prizes at our dance the other night.



Bill Moore, Harry Terrell and Frank Asbill were appointed floor managers from here. They got along very, very nicely and sure kept the boys from rocking the boat too much.

✓ ✓ ✓

Mr. and Mrs. Earl Fraser were there for the entertainment and dance and had one delightful time. Earl says he can't remember when he had so much fun.

✓ ✓ ✓

Mr. and Mrs. Leonard Pedersen and Mr. and Mrs. Sherman Douglas attended the ball and had a reserved table back in a secluded spot where a good time was had by all.

✓ ✓ ✓

Jim Neubert, Dean Harp, Renaldo Kane and Charlie Boone tried to get together for a little Sweet Adeline, but it was one o'clock and the end of the dance, so the lights went out on them.

✓ ✓ ✓

Tom McCullough, Henry Noll and Westley Jacobs, who have been in the mending for the past two months with broken bones of different kinds, are back to work and mighty glad to get back, too.

✓ ✓ ✓

J. W. Hathaway took a short vacation and made a round trip to Los Angeles by boat. J. W. enjoyed the boat trip very much and had a nice time in Los Angeles. Anyone wanting to know how not to get sea-sick see J.W., he has a perfect remedy.

✓ ✓ ✓

Bill Clark, one of the ace motormen from the Haight Street Car House, has been laid up for the past two weeks with neuritis. It has been pretty tough on Bill to lay off, but he expects to be back shortly better than ever.

✓ ✓ ✓

Of all those who attended the dance I think Bob Arnold and Emil Tews got their share of spirits out of the affair.



The picture is of Shopman Joe Tedesco who served five years as corporal in the Italian Army in Abyssinia, Africa.

Joe was the leader of the brass band while there. He left the service with an honorable discharge and came directly to San Francisco, where he entered the service of the Company in 1907 and has been in the service ever since.

✓ ✓ ✓

Oak and Broderick welcomes three new motormen since the last issue of Inside Track, and hopes you enjoy your new work at this Division. Motormen E. L. Fraser, M. L. Carroll and M. J. Monroe, congratulations.

✓ ✓ ✓

C. Boccherri received word from Italy of the passing of his brother who was killed in the mines. We extend our sympathy to his bereaved relatives and friends.

(Continued on Page 32)



## 28th Street—Castro Cable

By JAMES O. BITTLES and DANNY DONOHUE



Our dance was a huge success and what a crowd!

Our dance has taken its place among the big dances in San Francisco.

It was Christmas, Fourth of July and your wife's birthday all in one.



Twenty-eighth Street Division welcomes the only new employee at this division since the last issue of Inside Track, Motorman C. J. Davenport. We hope you like the work and the men at Twenty-eighth.

Everyone came to have a good time and it seems they did just that.

I understand some of the boys got lost and went into the dance hall by mistake.

For such a big crowd, and a merry one at that, we failed to notice the least sign of discord.

Superintendents were "some of the boys" for a night. Motormen Instructors were stiff collars.

We saw Conductor Guerrero surrounded by a bevy of beautiful girls, and was that boy there!

Motorman Andre and wife seemed to enjoy the night. They did all their dancing sitting down.

Johny Papale made sure we all saw him—she was pleasant to the eye.

Conductor Frank Jackson kept combing his hair every minute—looks like he wanted to show up Conductor Watters.

It looked like Conductor Palmer was going to do a nose dive or a tail spin at any moment.

Conductor Roy Gallagher got overcome with the heat, so he was poured into a taxi and delivered to his home—charges prepaid.

Conductor Hennessey was there with his heart's delight. We must say he was very attentive to her—who wouldn't be?

Motorman Olden spent the evening having the boys partake of a lot of refreshments with him.

Motorman Young was going around with a lot of badges on him—we thought they were his war medals.

Conductor Pat Connolly and wife were arm in arm through the various halls. We had the pleasure of meeting the Missus.

Wonder if Pete Nerio knew them all by their first names, but he seemed to be asking for Helen most of the time.

Pete Lunden was there with his bride. We cannot understand why Pete kept kicking us in the shin, as we did not intend asking him about the blonde.

Motorman Ed Boyle made a hurried appearance and disappeared just as quickly. Well, we did not get to see her.



The following named conductors of 28th Street Division have had no remittance errors for the month of February, 1934:

Bassilio, J. S.	Lewis, J.
Beebe, L. R.	Ligon, D. C.
Beebe, R. R.	Long, F. E.
Bittles, J. O.	McCoy, D.
Borreo, W.	McGrath, A. P.
Brill, A. C.	Martin, T.
Bush, S. E.	Neuner, G.
Carter, L. J.	Ochesky, H. L.
Chalmers, L.	Papale, J. J.
Cooke, A. T.	Parker, E. L.
Curtin, David J.	Parmely, J. W.
Cyr, A.	Patterson, T. A.
Daly, M.	Plunkett, P.
Davis, A. W.	Porickey, L.
Denton, F. J.	Sanders, G.
Eldh, C. L.	Scott, R.
Fahnlender, J. J.	Shaw, A. L.
Forslow, E. F.	Sherman, W. A.
Gallagher, R.	Siess, R.
Guerreo, C. J.	Smith, R.
Healy, W. M.	Stockdale, C. A.
Hefferman, C. J.	Thompson, C. A.
Hester, I. D.	Thompson, S. E.
Higueria, M. F.	Vogel, W. C.
Jackson, F.	Whelton, C.
Keegan, W. M.	Watters, K. B.
Leahey, T. P.	Wiser, J. H.

A telegram was read from John Carboni stating that he would be unable to make a personal appearance.

Mrs. Henry Young and Mrs. McDevitt did not dance so they spent the evening talking about their favorite recipes and mother's biscuits.

Johnny Frissella kept looking all over the dance floor for some one, but it looked like she did not show up.

What everyone thought was an earthquake was Conductor Bush trying to do a two-step.

California Hall was so crowded the boys thought the Civic Auditorium would be the place for the next dance.

Those who could not go, and those that did not go, missed the time of their lives.



This is a recent snapshot of "Major" the faithful dog of Conductor E. L. Parker. Isn't he some dog?

The following named motormen and gripmen of 28th Street Division have had no chargeable accidents for the past six months, September 1, 1933 to March 1, 1934:

Allard, E. A.	McPhun, C.
Attebery, J. E.	Metro, M.
Atterberry, W. L.	Morrison, F.
Biboli, D. C.	Munday, O. H.
Bishop, H. N.	Olden, C. E.
Boitano, B. J.	Osterode, F.
Botts, H. L.	Pallas, J.
Burns, E. E.	Peacock, E. E.
Catoir, C. E.	Polidori, F.
Codino, D.	Rood, E. O.
Cresci, O.	Saunders, E.
Crossen, B.	Semmelhaack, J.
Cullen, T. P.	Schleub, A.
Darby, O. C.	Schuback, J. H.
Davis, O. M.	Sortors, H. O.
Day, K. F.	Strohecker, W.
Drummond, C. W.	Thompson, W. A.
Dunkle, W. W.	Tyson, O. C.
Easter, C. D.	Vanoni, M. L.
Gallo, C.	Ward, E. M.
Gordon, L.	West, A.
Hanneman, C. F.	West, W. H.
Hatzis, J.	White, G. H.
Healy, T.	Whitten, P. S.
Horton, J. B.	Wickett, C. E.
Howett, D. H.	Wilkening, F.
Jimas, P.	Willman, J.
Jones, H.	Willwerth, J. F.
Knox, J.	Witt, R. H.
Leamon, R. P.	Wormell, F. R.
Lowder, E.	Young, H. W.
Lupi, A.	Zucconi, E.



The Sciots Drill team are a splendid body of uniformed men—their drill was worth watching.

We heard of only one accident—a hot dog got stuck in Motorman Holtzen's throat.

Conductor Briggs enjoyed himself and was busy seeing that everyone was doing likewise.

Motorman Fred Johnson is looking like himself again after his spell in the hospital.

Conductor Hayes is now living in the Mission. Pete won't have to flag the cabbage wagons any more.

Motorman Campion has removed his overcoat and is now wearing an extra shirt.

Conductor Hester says he never drank so much soup in all his life as he has in the past few weeks.

Plans are under way for new Bylesby Post No. 3000 installation night. Get your name on the dotted line if you are an A. E. F. man.

Inspector Dick Lyons is Junior Vice-Commander, and Dick has been busy signing the boys up.

Motorman George Craig, a past Commander of McQuade Post No. 1205, is the new Commander.

All of you V. F. W. men know by this time what an installation night means, so be on hand.

It is regretted that we failed to announce the death of Conductor Parmely's wife in last month's issue. We extend our deepest sympathy to Jim and his family in their bereavement.

## Oak and Broderick

(Continued from Page 29)

The following list of motormen at Oak and Broderick Division had no chargeable accidents from August, 1933, to February, 1934:

Anderson, Jas.	Lacey, H.
Anderson, Jno.	Law, J. A.
Barnett, C. J.	Lewis, J. E.
Bartling, A. F.	Lemon, A.
Boone, C. M.	Miller, J. C.
Barrill, H. A.	Milne, J. G.
Craig, J. E.	Marshall, T.
Cuyler, O. L.	McCullough, T.
Clouter, W.	Navarra, J.
Dodd, B.	Noll, H.
Dillon, A. B.	O'Lanie, H.
Estus, H.	Pfeiffer, H.
Fordtran, G.	Proovich, G.
Fraser, E.	Quistad, J.
Geldmacher, C.	Seegos, P.
Hutchinson, J. J.	Stevens, W. H.
Hudaklin, M.	No. 966
Henley, R. E.	Simpson, G.
Hamilton, H.	Sousa, J.
Heintz, C. Y.	Stihl, J. M.
Herman, H.	Southworth, A. J.
Hodges, R. E.	Stevens, W. H.
Holzmuller, W.	No. 914
Jewell, E.	Stocker, A. A.
Jenkins, W.	Treanor, J. J.
Jablonski, S.	Wheaton, F.
Kulis, M.	Wiedl, A.
Lasater, C. E.	Walker, H. T.
Larsen, R.	Young, T. A.

Mrs. Gabb: "So your husband objects to cats?"

Mrs. Stabb: "Yes indeed. He says I feed all the cats in the neighborhood. Won't you stay and have tea?"

—Boston Transcript.

Peggy: "Harry was held up by two men last night."

Joyce: "Where?"

Peggy: "All the way home."

—Wall Street Journal

Milk is heavier than cream. The oil and fat in the cream causes it to rise to the top.



## 24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP



When they start broadcasting this column, instead of printing it, this is what you can expect:

Good evening, friends of radioland! This is Graham McCracker speaking, and bringing you another program

of Gilly Room gossip through the courtesy of the Ever-ready Counterfeiting Company. Do you need money? Are your bills past due? Then take advantage of the courteous and confidential service of the Ever-ready Counterfeiting Company. We furnish money in any amount. As the first selection on our program, we present the fellow you seldom see on the streets any more, Horace McNuer, crooning "When it's banana time in Italy, I'll come skidding back to you." Following this, we present our Society Editor, "Little Stanley," who will give you a complete report of the Big Dance:

"It was a balmy summer evening and a goodly crowd was there.

Everybody exchanged dances and a good time was had by all.

Ray Marshall came tagging in with C. L. Busby and Busby's future bride, and between rushing to the bar and dancing they seemed to be having a good time.

Who was the good-looking girl, Bob Shaw?

"Red" Getchell with his wife and brother stayed around until 1:00 A.M. having a good time.

F. C. Peterson and his very lovely looking lady seemed to be enjoying themselves. In fact, she is an Oakland girl. But Pete's got her now. Much happiness to Pete and the young lady when that day comes.

Joe Brown had a busy time introducing his bride to everybody.

Johnnie Domas, proud as a peacock

because he was on the Floor Committee.

The shopmen were well represented by Herb Strickland, Jim Cox with his wife, and Adam with his wife. Scotty Joy and Herb were the hits of the show. Scotty almost lost his "uppers" in a glass of ale. Scotty also tried to check his hat and coat in the phone booth.

Rube Cuttler had to have Mike Dever and Mark Mihovich show him the way home.

How come an old rooster like Mr. Vaughn could rate so many pretty dancing partners?

Only one oversleep the next day—Howard Holbrook.

Mr. and Mrs. Bill Thompson had a good time cavorting around like a couple of school kids."

"Thank you, Stanley, thank you," and now we present the Reverend Charles Himes of the Himes Correspondence School, specializing in the Himes system of education (Himes method), who will lecture on "Keeping cool in emergencies."

"Some motormen," says Himes, 'when they develop a grudge against their conductor for some reason or other figure the best way to 'get even,' is to jerk the car around. Not realizing that they are also jerking around a carload of passengers and making them very sore at him and the company that employes him, to say nothing of the damage done to the equipment. Let me illustrate a case where one hot-headed motorman was cooled off.

"The conductor and motorman were sore at each other so when they arrived at their downtown terminal, the conductor made the motorman change both ends. This made the motorman madder than ever, so when he received the bells to start, he started so roughly he threw a passenger standing on the back platform against the



window, breaking it. Fortunately the passenger was not hurt. The conductor did not inform the motorman of the accident until they reached the other terminal, and then he had to make a trip in cold, misty weather without a front window. This cooled him of his hot-headedness and since then, he's been a model motorman."

"My next lecture will be on the love life of the mustard plant. Have you one of my pamphlets?"

### Presenting the Inquiring Reporter

(Each month he asks five persons a question. This month's question: "Can two live as cheaply as one?")

Joe T. Brown: "Yes. You see, it's this way. When I was single and went into the store to buy a pound of coffee the clerk would ask me, 'How much? 15, 25, or 30 cents?' And I'd reply, 'Gimme the 30c brand, nothing's too good for the Browns.' But, nowadays, I buy the 15c kind, making my money go twice as far, etc."

Mr. Swanson (Heavy on the Mr.): "Well—Yes."

Conductor Hamilton: ???

Jerry Wright: "Cheerio, old bean."

Conductor Smemoe: "Have a cigar. Well, you see, on February 22nd I became the daddy of the darlinest baby girl, so now, it's not so much, can two live as cheaply as one, but can three live as cheaply as two?"

Remember, folks, this broadcast is coming to you through the courtesy of the Ever-ready Counterfeiting Company. When you're short, there're but two things to do, get a ladder, or send for our free literature. Remember, we supply money in any amount—green backs, yellowbacks, or lead nickels. Listen, now, while our feminine trio, Busby, Bailey and Bunce, chants our theme song:

"Don't be broke, don't be blue,

Don't kill wives with washing too;

We'll do the dirty work for you"

"Ever-ready Counterfeiting Co., Inc., Ltd., A.W.O.L."

And now we present our Outdoor Health and Happiness Editor, Mr. Swanson:

"Last week, I saw O'Grady and Frankie Malloy returning from Baker's Beach. 'Where's all the fish?' asks I. 'Oh, we never went fishing,' replied Frankie, 'we just went out to look over the new nudist colony out there.' But I've been out there for a week now and couldn't find a trace of one. I wonder if the boys were kidding me?"

"You can tell it's spring time by the fine crop of mustaches now in bloom. Every style, from the streamline type cultivated by Shipper to the one cultivated by Elmer Covington that reminds you of the Siberian cheesehound 'Rags' in the funny papers. You can also tell it's spring time by the fact that 'Hoppe' Schofield ran away on February 28th and got himself a bride. This is his second offense. Some guys never learn. Yes?"

"Night Dispatcher 'Mac' has a new type of outdoor sport which he alibis thusly: 'If the King of Belgium may risk his life up a cliff, surely it's no crime if I try to climb a trolley pole in my new Dodge.' Yes?"

"Throwing a spring switch with a switch iron in rainy weather," says Motorman Chronopolis, "is one way of getting a nice outdoor shower."

"Speaking of indoor sports, Charlie George finds his radio works better when the tubes are in it. Well, Well!"

"Another type of indoor sport is when Joe Brown went to make a speech in a lodge hall full of Native Sons and someone in the audience set an alarm clock off. Was Joe's face red?"

"John Domas used to be a regular-as-clockwork Sunday fisherman while his wife was working, but since she no longer has a job she makes Johnnie stay home with her. So Johnnie and his pal, S. H. Langley, built a fishing pond in the back yard, and you will find them there, regular-as-clockwork Sunday fishermen. Yes."

"Speaking of hunting (or were we?), there's a landlord with a



double barrel shotgun looking for that conductor who moved out and forgot to pay the rent."

"Thank you, Mr. Swanson, thank you." And may we now present Inspector Dick Lyons:

"I want you all to know that I've learned that a 24th Street train man is a trained man, which is speaking highly for your instructors. One cold February evening I left home in my civilian clothes and boarded a No. 19 car at Ninth and Bryant Streets, which was manned by Conductor Healy. After I boarded the car, I discovered that I had left my shield at home. I saw the conductor was a new man and I tried to explain to him who I was. But he stuck to his rule book and I paid my nickel, confident of the fact that 55 per cent of it would return to me in the form of a bonus.

"And I'd like to take my hat off to Motorman Mike DeVita, who 'is always on time to make a relief, even though he has to bust through a parade to do it.'"

Ladies and gentlemen, the sponsors of this program, the Ever-Ready Counterfeiting Company, wish to make the following special announcement: On the second Saturday of next week, we will broadcast a play-by-play description of the Fishball game between International Correspondence Schools and U. S. Mails.

And now to present a little humor in this program, we introduce 24th Street's star comedian, Mike Banks:

"Ha-ha-ha! A woman gets on the street car with fourteen children and Ha-ha! only drops one nickel in the box. Ha-ha-ha! The conductor Ha-ha! stops her and says, Ha-ha-ha: "Are they all yours?" Ha-ha! "or is it a picnic?" Ha-ha! The lady Ha-ha! gives the conductor Ha-ha! a dirty look and says, "They're all mine and it's no picnic." Ha-ha-ha!"

And now, here are some short notes on the news of the month:

Timm always longed for the day

when he would have enough seniority to hold down the Polk Owl. Well, he's got it, now, but he finds he hasn't got the "old pep" to stand it.

Bartlett had just enough seniority to grab a Sunday-off run when they changed the timetables and spoiled it all.

Silvera isn't particular what run he gets as long as he gets time off to see all the new Mae West pictures when they arrive in town.

I wonder how I look when I'm asleep.

Have you noticed the striking resemblance between Conductor Woods and Clark Gable?

With the two old-timers, Kimber and Norton, deserting it, we don't see how the Polk Street Line continues to keep going.

Plamonden tried the overnight "heat" system to cure a cold and spent a month on the sick list nursing a bad burn.

What's become of Ma Kennedy?

Cote would like to buy a new Plymouth, but the car he has, he has raised from a pup practically, and he hates to part with it.

Sammy Rothman left the car at the end of the line to ket a "skups o' coffee," and when he returned he found his fare box contained a collection of buttons, washers, beer bottle caps, to say nothing of a stray cigar butt or two.

Joe Andretty went to the dentist to have a tooth pulled out, and while under the effects of gas he dreamed he was motorman-ing a runaway car down the San Bruno hills. It took one dentist, a dentist's assistant, and two nurses to quiet him down.

We were looking for some suggestions to improve our Remittance Record, and this one wins the prize:

That the conductors having no remittance errors be given a carton of cigarettes every month, to be paid for by the conductors having the greatest number of errors for the month.



Twenty-fourth Street employees extend greetings to the following three newcomers since last month:

Conductors E. P. Ryan, K. G. Scott and Motorman P. E. Morgan. We hope you like this Division.

Twenty-Fourth Street's Remittance Record for January looks pretty bad. Out of 3,191 turn-ins, there were 444 errors. Not such a good start for the new year. Here's a list of the honor men who have had no errors for the month:

Bartlett, J. A.	Kelso, M.
Bergman, J. G.	Naughton, Wm.
Bloom, C. C.	Pecche, E. J.
Cahill, Wm.	Rigaumont, A.
Davies, D.	Roscell, J.
Divver, J.	Russell, Ed.
Drake, Ed.	Taylor, Chas.
Gillespie, P.	Weiter, O.
Hughes, M. E.	Williams, W.

Only 18 men, or less than 16 per cent of our 114 conductors made the list this month. Let's have a decided improvement for February.

Special mention is made of the following men who have had but one error during the month:

Albert, A.	Klezmer, H.
Beese, A. E.	Kuettner, Paul
Beyer, E. T.	Kurtovich, N. C.
Brewer, W. S.	Mihovich, M.
Campisi, L.	O'Flanagan, M.
Bozant, E. J.	Peterson, F. C.
Care, A. W.	Prescott, Wm.
Clark, Henry	Spencer, E. S.
Dalton, C. J.	Stockfleth, W. L.
Dennen, L. H.	Williams, Fred
Dunton, W. C.	Aimmerman,
Hanley, E. J.	L. W.
Hunter, G. L.	

#### Last Minute News As We Go To Press:

Mr. and Mrs. J. Lasko recently celebrated their tenth wedding anniversary. May you have many more, Mr. and Mrs. Lasko.

We are sorry to hear that Fritz Wright's daughter was seriously in-

jured when struck by a truck.

Motorman Griffith seriously injured his hand when his controller blew up.

A mystery lady, giving her name only as Jane, has been frequently phoning in for Mr. Meeks. Explain yourself, Harry.

#### FAUST'S GUIDE—1891

Faust's Guide of 1891 contains the following listings which serve to show the growth of San Francisco when compared to figures for today.

Ninety steamship lines. There are 113 listed today.

Fifty-nine railroad agencies. There are 80 listed today.

Forty-one wharves. There are 52 listed today.

Among "Places of Interest in and near San Francisco," Faust's Guide has the following:

Alcatraz and Angel Islands, Government forts—go by steamer from Washington Street wharf daily. Passes obtained from U.S. Army headquarters, 806 Market Street. A very pleasant trip well worth taking.

Bay District Race Course, First Avenue and D. Street, near Golden Gate Park.

California Academy of Sciences, 819 Market Street—a very fine museum.

Chinatown, bounded by California, Stockton, Pacific and Kearny Streets, has "joss" houses, theatres, restaurants, curio shops, etc., etc. A guide is necessary to investigate this wriggling mass of humanity and see them in their underground opium and gambling dens.

Cliff House. On Pacific Ocean beach, western end of city. Eight miles from Ferry. Take street car to Central Avenue or Stanyan Street, then by steam car to Cliff House and Sutro Heights. Fare 5 cents on each line. Time 55 minutes from the Ferry.

Farallone Islands, 23 miles west of Cliff House. Seen on clear days.



## Geneva Eight Wheel Gossip

By G. H. MAGNUSON



This division is still holding out good after that wonderful Annual Affair the Association so successfully held in the German Hall on February 21st, 1934. It's been the talk continually and never will be forgotten. Every one there, by the looks of it, enjoyed themselves, even the soda jerkers. The Company was well represented and plenty of outside visitors too, were there.

### THE KISS

The Kindergarten had been studying the wind all week, its power, effect, etc. To stimulate interest the kindergartner said in her most enthusiastic manner: "Children, as I came to school today in the trolley car, the door opened and something came softly in and kissed me on the cheek. What do you think it was?"

And the children joyfully answered: "The conductor."

By the way, Conductors Fleiger and Lopez went up to the hospital to pay George Foehr a visit, not knowing he had gone home. Not finding George in his room, Fleiger started looking for him on the fire escape. He was too late to catch a glimpse of George, as he had already departed for home.

We heard there was a shortage in the alarm clock business, since Motormen Gerlack and A. Hanlon had what they say (and how they do say it) was an oversleep.

These glorious moonlit evenings are having a serious effect on Motorman Leskey. The fond "good nights" and the lingering goodbyes grow more and more soulful, and most of his neighbors have given up trying to sleep. Ain't love grand?

Yes "Suh", we have in our midst two real Virginians, "Suh", the brothers Arnold and Earl Ray. We do not know if they are southern colonels or not, but we do know that they are darned fine fellows, and A. No. 1 railroad men.

And as a matter of form some of the Geneva boys like to inform our Dispatcher, Al Schirmer, that April 1st is a Roman holiday, and for him to keep his shirt on.

It seems that the wild west in some of us just wont be lived down, and we note with alarm the wistful longing which comes to Motorman Butler as he stands gazing at these busy little Shetland ponies doing their daily roundup. It wouldn't surprise us much to see Motorman Butler come galloping to work some day on his faithful cow pony.

A certain Geneva conductor recently suffered an attack of early spring fever. Her eyes were black, she was a nifty dresser, and from all reports she was a loving lass. Geneva Smoker Club has gained an ardent member.

The Geneva Athletic Club is going to give another great big entertainment on March the 21st for the members and entire family this time. Nothing else need be said as whenever the Geneva Athletic Club does something, they do it real good.

Conductor Mike Losocco of this division was invited for an auto ride one day last month and finding out he had landed as far as Reno, Nevada with good company, he decided to live up to that fair city's reputation by either getting a divorce or married, so he got married. We all wish you and your wife the best of happiness and success, Mike.



Following is a list of motormen and motor-coach operators at Geneva Division who had no chargeable accidents for a period of six months, September 1, 1933, to March 1, 1934:

Adams, W.	Menendez, M.
Bedford, C.	Mesusan, M.
Bennone, E.	Milliken, L.
Bertoni, A.	O'Leary, D.
Blakeley, C.	O'Maley, J.
Bloomfield, A.	O'Neil, F.
Brayshaw, J.	Preston, J.
Broad, W.	Quinn, A.
Brodbeck, A.	Ray, E.
Butler, S.	Refatti, D.
Charlton, T.	Schelley, L.
Cook, A.	Scialenca, J.
Currie, R.	Shroyer, W.
Dittero, C.	Sidery, J.
Dussourt, C.	Slade, C.
FitzPatrick, M.	Stack, C.
Fredericks, J.	Stamos, N.
Frescura, J.	Swager, M.
Gannon, E.	Tanner, E.
Gehring, W.	Taylor, W.
Grassi, W.	Vissas, F.
Hagan, F.	Wade, S.
Harrison, A.	Waite, W.
Hayes, W.	Walde, G.
Harrison, E.	Walters, F.
Hess, A.	Walters, R.
Hoey, H.	Welch, F.
Johnston, B.	Welch, J.
Jones, H.	Welch, P.
Knight, J.	Wells, T.
Latrouel, F.	Wescott, K.
Lewkowicz, M.	Wetzel, R.
Loskey, F.	Wood, C.
Lusk, W.	Woodrow, O.
McNeil, J.	Fenton, C.
McDevitt, J.	

Following is a list of conductors and operators at Geneva Division who had no remittance errors in their turn-ins from January 19, 1934 to February 13, 1934 inclusive:

Adams, W.	Latrouel, F.
Baldauf, W.	McElroy, R.
Dussourt, C.	McHughs, W.
Foeher, G.	Maher, E.
Gratke, D.	Montgomery, H.
Hacker, J.	Oakes, E.
Harrison, G.	Romer, E.
Humphreys, W.	Spillane, C.
Jacobs, G.	Welch, F.
Johnson, C.	White, W.
Knight, J.	

This division is going to be running at full speed again. The dog races are opening in another week and on top of that the horse races are opening on March 29th, 1934, so Geneva will be racing along with all the other races from them on.

#### The First Train

"In what reign," asked the teacher of her class, "do we first hear of railways?"

"In Solomon's" at once replied a little girl, who was asked to think again, and, having thought, persisted in her original statement.

"Well," said the teacher, with a weary sigh, "tell us why you connect railways with the reign of Solomon."

"Because," said the scholar, "we are told that the Queen of Sheba went to Jerusalem with a very great train!"—Selected.

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# Turk and Fillmore "Truth and Fable"

By D. S. FLOWERS



War makes all men equal; equality promotes comradeship. The Veterans of Foreign Wars, united under the Cross of Malta, preserves that comradeship in times of peace. All men who have seen foreign service are eligible to join this organization, which stands for Patriotism, Unity and Comradeship. Colonel Henry Marison Byllesby Post No. 3000, Veterans of Foreign Wars of the United States is a reality. So let's get behind it and make it one of the finest posts in San Francisco. See the V.F.W. page in our Inside Track magazine for further information.

## Side Glances

"Well," murmu'd one, "Let whose make or buy,

"My clay with long oblivion is gone dry:

But fill me with the old familiar juice,

"Methinks I might recover by and by."

McCullough: Do you know what good, clean fun is?

Pop England: No. What good is it?

A specialist is one who studies more and more about less and less until he knows absolutely everything about nothing. Moral: Don't be a specialist.

As a point of information: \$584.28 has been paid by the Health and Accident Insurance Company to men of this division to date.

Have you seen that green silk hankie of Miller's?

John Nelson made an awful mistake. He forgot to put in his time cards.

There is something to be gained even by a cross-word puzzle. But jig-saw puzzles have proven a boon to the Harrison household. It seems that every time Lee has a party,

someone always takes his stove apart. He doesn't mind that so much, he says, only they hide the parts.

Conductors Herbert Lyons, David Friedman and Motorman W. H. Oliver, we welcome you to Turk and Fillmore. We hope you like the work and become one of the regular members of the Turk and Fillmore family.

Did you know that Motorman Evans was a Chinese interpreter? And that Hutcherson was a top kicker, over there?

Motorman Rinker says "working on Fillmore is like playing ring around-the-roses." Or would it be Rinker round the roses?

MEET THE EXTRA LIST: Conductor William Alexander Northway, formerly employed at Kentucky Division. Once a street car man, always a street car man.

Motorman Leo (Lion to you) Marcus Logasa hails from Santa Rosa; occupation clerical. Webster's definition is: Pertaining to the clergy. How about it, Dave?

Harold Vincent DeArmond, secretary and manager, Chamber of Commerce, St. Louis, Mo. Is now a conductor at Turk and Fillmore, and



finds that the requirements are on a level with those of the professional world.

✓ ✓ ✓

Conductor David Friedman, a native of San Francisco. Former occupation, clerk, cloaks and suits. Abe, turn on the green light, the man wants a green suit.

✓ ✓ ✓

The following named motormen at this Division have not had a chargeable accident for the past six months. Just a case of perfect coordination of hand and eye.

Anderson, M.	Mattson, G. I.
Anderson, A.	Meza, M.
Allen, V. E.	Marchus, R. W.
Blue, F.	McLaughlin, C.
Borba, M. S.	Newman, E.
Balthaser, E.	Nelson, A.
Baronie, R.	O'Keefe, A. J.
Berry, J.	Patterson, L.
Burns, M.	Rohrer, M.
Coleman, E.	Rich, H. W.
Carley, L. S.	Ray, B. H.
Daroshka, F.	Regan, J. J.
Davis, M. O.	Ryan, J. J.
Funnemark, C.	Rosser, J. M.
Hoover, T. C.	Stevenson, D. K.
Himes, J. W.	Stenberg, A.
Harrison, W. L.	Smith, E. E.
Hurst, D. W.	Silva, F.
Highstreet, M.	Strong, E. L.
Juedes, J.	Summers, C. E.
Jones, J.	Settlemyer, D.
Lynch, J. J.	Sawyer, J. C.
Law, H. A.	Stagg, W. R.
Loomis, J. J.	Smith, D. C.
Loomis, H. J.	Tamblin, J. A.
Monteleone, J.	Vanarsdell, O. L.
Murname, T.	Watts, C. F.
Menegon, P.	Willhite, A. R.
Meyer, E. A.	Zitzelsberger, F.
Madziarski, W.	

✓ ✓ ✓

Conductor George Lester Scott, of Winters, California. Claims to be a laborer, maybe, but we have it that George was catcher for the Valley League Baseball Club.

Conductor George West, of Nelson Lane, England. George ran across too many old friends and their autos, so he gave up the idea of being a motorman.

✓ ✓ ✓

Conductor Herbert Lyons, a native of San Francisco. Former occupation, clerk.

✓ ✓ ✓

William Howard Motteshead, of Crimson Springs, West Virginia. Miller by trade. We have advance information that he is also a good doughboy.

✓ ✓ ✓

Emilio David Boschetti trained to be a bookkeeper but is now a conductor. We understand the reason is that his girl and neighbor likes the boy in uniform. How about it, Primo?

✓ ✓ ✓

Conductor James Edward Zucarello of Columbus, Ohio. Electrician by occupation, conductor by preference.

✓ ✓ ✓

The following named conductors at this Division have not had any errors in their remittances during the month of February. Let's watch the list grow.

Bernstein, J. A.	Hall, G. R.
Beck, C. O.	Jahnsen, H. A.
Bartunek, V.	Kennedy, C. W.
Barrett, J.	Liff, H. C.
Burnett, J. W.	Marcum, H. M.
Boothe, F. R.	Matheson, W. F.
Beall, C. E.	Milanesi, L.
Carver, J.	McArthur, J.
Conroy, P.	McClure, E.
Cain, A. J.	Motteshead,
Coverdale, R. T.	W. H.
Collison, B.	Reynolds, B.
Dorgan, W.	Schmidt, H.
Eisenberg, S.	Stevens, C. N.
Foppiano, F.	Taylor, F.
Fernandes, E.	Tunstall, J.
Fernandez, J.	Thompson, C.
Giblin, P. V. D.	Zucarello, C.



## McAllister Division

By J. M. CASEY



It all happened one night at the dance given by the Employees Association. First, we will take the case of Conductor Oppenheim, who in the role of a hero, or, better still, a very brave and honest man, returned to a young lady a compact that she had lost. So we will take this opportunity to thank Conductor Oppenheim for his act of kindness. Motorman G. B. Roberts, we are told, will act as sponsor for such heroic deed.

‘ ‘ ‘

Second, I will take the case of Motorman Tom Green, who, by the way, was on the Reception Committee, and had such a good time that the janitors had to tell him at 5:00 a.m. that the dance was all over. Tom helped to turn out the lights.

‘ ‘ ‘

We don't want to forget that Motorman G. B. Roberts, Conductor Oppenheim, and Motorman Tom Green, all from this division, conducted an all-star quartet in the small South room bar for the benefit and entertainment of all. If you did not have a chance to hear them, you missed the best part of the show. And, by the way, E. L. Byington was in that quartet.

‘ ‘ ‘

I would like to inform all the boys that Motorman J. J. O'Connell is back on his run, after warming the bench for the past three months. Joe says that the three months he served on the bench has taught him to work steadily, and when the clock rings, he hits the floor.

From reports around the Gilly Room, Conductor Bill Hicks is in very bad spirits, and after investigation we find that Motorman Ireland is the cause of it all. Now, I guess we had better explain just what it is all about. Conductor Hicks has worked with Motorman Ireland so long that when Ireland got sick, Bill Hicks just couldn't seem to get along with the extra men, and the reason for that, according to Motorman Roberts, is that Hicks is calling all the extra men assigned to his run, Ireland. You know, force of habit. Well, Bill, Ireland will be back to work soon and everything will be straightened out.

‘ ‘ ‘

The Reception Committee from McAllister Division was as follows: Messrs. Bill Johnson, Joe Casey, Bill Kitto, Bill Moyle, R. G. Hayton, Charlie Wallace, Orda Terry, and Tom Green.

‘ ‘ ‘

Conductor Russell Coleman says he is thinking about buying an outboard motor to attach to the back end of his famous "Blue Jay" for wet weather, to be used to cut across some of those gullies out in the Mission district on his way home.

‘ ‘ ‘

Notice to Conductors: Did you observe in the last issue of the INSIDE TRACK that McAllister lost second place in Conductors' Remittances after staying there for over a year? Let us show the other divisions that we are not going to stay down just because we slipped once. Remember the slogan of "check and double check"—and put McAllister on the top.



## Sutro Surf Bubbles

By H. R. FRANKLIN



Success financially and socially is the very proud report on the first big venture of the Market Street Railway Employee's Co-operative Association in giving us our very excellent entertainment and dance, which should be an annual affair after such splendid results, in fact, semi-annual would be more satisfying to the thousands who attended. Much praise must be given our President, Mr. George G. Sawyer, the Board of Governors, and the Company for this wonderful night. Many prominent citizens of San Francisco were present and we feel perfectly safe in saying that they felt proud of our organization, and the wonderful turn-out and showing made by the efforts of our employees.

We wish to thank every member of this division and their wives for their loyal support in making our first annual entertainment and dance one of the finest and biggest (as predicted) events of the year, and above all, very successful.

The only regret and most dissatisfying feature that we feel forced to mention, was the crowded condition of the hall, which kept most of us from meeting the many nice girls that were present from our Main Office. Many of the boys mentioned the fact that they failed to see or meet this or that one, and they felt certain that they were present. However, here is hoping that we have better luck the next time our Association gives a dance.

New time tables, also a new sign-up, will be in effect at this division

on Sunday, March 11th, 1934. The men signed up in record breaking time on this occasion and we want to thank all of the men for their wholehearted cooperation.

---

### Our Flag Has Been At Half Mast

It is with very deep regret that we mention the loss of two of our fellow employees who were taken by death.

Conductor John Adam Weisend, born May 13th, 1867, in France, entered the service of the Company March 18, 1918. He worked very loyally and faithfully as motorman and conductor until he became ill and was confined to St. Francis Hospital where on February 26th, he passed away.

Motorman Christian Uttke was born in Russia, November 25th, 1893. Entered the service of this Company March 21st, 1927. He was a very steady worker, a man of good habits, and worked faithfully up until the day before his death, which came very suddenly and was a severe shock to everyone. He became ill about noon, March 8th, and at 3:00 P.M. on the same day he passed away.

All of the employees of this division will mourn the loss of these two fine men, and to the bereaved families we extend our sincere sympathy.

---

This is an appropriate time to congratulate Conductor and Mrs. John L. Futch on the arrival of a son, born on February 9th, 1934. Each of us wishes them good fortune, success and happiness with their newly born son.



Still maintaining a very efficient Remittance Record, we cannot afford to miss mentioning our perfect remittance men for the month of February, 1934: A total of 58 men.

#### Perfect Money Counters

Bailey	Kroencke
Bakke	Langer
Bettini	Larison
Briggs	Loyd
Broska	McDermott
Bubel	McKennon
Campbell	Magnusson
Chollet	Marcum
Cole, E.	Marks
Corporal	Mathes
Cummings	Moore
Dahl	Morgan
Derry	Patton
Dutton	Pepper
Edwards, T.	Petersen
Gollob	Prince
Goodrich	Pruitt
Graham	Puett.
Gustafson	Ross
Hatch	Row
Head	Sawyer, G.
Herlihy	Shepherd
Holmes	Sullivan
Humes	Thacker
Hunter	Thielacker
Hutchins	Toy
Jack	Van Matre
Jerabek	Williams, C.
Kasberg	Worthington, H.

#### One Error Men

Avila	Futch
Bennett	Garrett
Bible	Gillespie
Carson	Johnson, C.
Cossen	Lucier
Creighton	Marie
Edwards, C.	Pierce
Freeman	Stevens

#### Unnecessary


Lady of the House: "Why don't you go to work? Don't you know that a rolling stone gathers no moss?"

Tramp: "Madam, not to evade your question at all, but merely to obtain information, may I ask of what practical utility is moss to a man in my condition?"—Midland Target.

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COLONEL HENRY MARISON BYLLESBY POST No. 3000, VETERANS OF FOREIGN WARS OF THE UNITED STATES will be instituted on Friday evening, March 23rd, 1934, at 8:00 P.M., Room No. 1, WAR MEMORIAL BUILDING, SAN FRANCISCO.

The General Jacob H. Smith Post No. 83, Degree Team, will put on the work this night; they have been Department Champions for three consecutive years, and know how to do their stuff. Any veteran of any Foreign War who might be eligible to join this Post should do so now in order that he might become a charter member, and have his name printed on the Charter. If you work for this Company and have seen foreign service you belong in Byllesby Post, the sooner the better. The Officers have been elected and the Post is now functioning 100 per cent.

We welcome you, Motormen J. R. Allen and V. Sodlink, to the family at Sutro and hope you will enjoy being one of us.

Four million pounds of evaporated milk is consumed daily in the United States.

The University of Texas owns 2,000,320 acres of land.

The Yangtze-Kiang, which flows about 3000 miles, is the longest river in Asia.

## CONDUCTORS!

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# Third Street Sparks from the Wire

By J. J. CARBONI

## Know Ye That

Life is the business of living.  
 Its assets are joy, comfort, peace, harmony, happiness, success, and love.  
 Its liabilities are grief, pain, misery, worry and discontentment.  
 Health is one's best asset in life.  
 The creditors are air, sunshine, water, exercise and proper food.  
 Disease is always a liability.  
 The debtors are tobacco, alcohol, dope, drugs, crime, self-abuse, dissipation and disease.  
 Failure leads to pessimism, lost hope and early death.  
 Success spells morality, a clean mind, a good healthy body and a life of longevity.

Danny Donohue was overheard singing this song to Jimmy Carswell: "Did you ever see a division running away in the non-accident race? Well, I did."

Conductor Dolmseth says he isn't going to visit Davy Jones' locker anymore.

We understand Conductor W. Mason has started some sort of health colony out in the black hills.

Said Johnny to Danny, I am feeling much better;  
 Thanks very much for your very nice letter.  
 Your acts have been kind but I appreciate by far,  
 That little item you gave me inside of the car.

Said Johnny to Jimmy, now that's a mean trick,  
 For some of the boys to say I was sick.

When I was just off a few days resting in peace,  
 Eating and drinking just as I please.

They say Motorman Bill Stochecker caught many large shell fish on his recent fishing trip. Can you tell us where the spot is, Bill?

Oh yes, lest we forget, Motorman C. Krueger since living over at North Beach will now be known as Tony.

Motorman Jimmy Mamas has invented a new hold in wrestling called the controller hold. Jimmy is schooling his son in this new grip.

Motorman Henry Reimers says the house is now ready and that the plants are thriving very well at his country place.

Some say Motorman Bill Hutchings exaggerates

Those strange tales which he relates;  
 But if you crave a yarn that'll thrill  
 You can't lay blame on braggin' Bill.

We wish to remind Conductor I. Bouscal of the saw which Ray borrowed.

Motorman A. Michelini has become a good checker player. He beat yours truly at four straight.

Motorman C. Jackson says since the new radio for getting foreign stations has been in use, he doesn't know whether he should tune in on these stations or not.

Danny Donohue was seen walking around Third Street, in Butchertown, one day, with a diamond snake, looking for that lucky non-accident sea gull. We hope Danny finds it.

Conductor Gleason had the wires of his car radio removed for reasons as yet unexplained.



We regret to announce the illness of several men from this division: Motormen Laherty and Johnson, Conductors Campbell, Downing and J. Camica. We hope for their speedy recovery.

At this writing, we have found no clue to Motorman George Schmidt's ladder. Conductor E. Schivo is on the trail of both Gus Assimos and Joe Maslach. In the next issue, we hope to have some further details on this famous ladder.

Yes, the time for the next celebration will soon be announced by Conductor L. Maurer who is having the Palace Lunch fitted for the event. All will be welcome.

Conductor Jim Elliott visited Conductor Wilson's zoo at his home and saw some fine specimens of snakes and spiders.

Two young ladies waiting to cross Third Street, at Townsend, in a heavy traffic:

"Come on, let's go."

"No, let's wait for an empty space to go across."

Conductor Chipley (in court): "But, your honor, I wasn't going sixty miles an hour, nor fifty, nor forty, nor thirty, nor even twenty."

Judge: "Here, here, steady now, or you'll be backing into something, not so fast."

We regret to announce the illness of Conductor Jake Krasno and hope for his speedy recovery.

#### Shop Notes

Since Foreman Billy McGourty has been around the office, whistles will need to be oiled or tuned.

Shopman Chips Farrenkoff has added two more students to his barber school. They are Paul Panopolus and O. Johnson, and very good pupils.

Turkish officials are considering the proposal to send six drummers to beat their drums outside the houses of delinquent taxpayers for at least an hour a day.

The only German shell to land on United States soil during the World War was aimed at a group of barges by a submarine, and landed near Orleans, Massachusetts.

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SUHR & WIEBOLDT

FUNERAL DIRECTORS  
and  
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1465 TO 1473 VALENCIA STREET

Between 25th and 26th

San Francisco, Calif.



Foreman Charley Newman had better take a trip out to Daly City and see the new pompon dahlia that is growing there known as the yellow gem.

They say Paul Ricci is not buying any more rice; he thinks macaroni is much better.

The following motormen at Third Street Division were not charged with an accident from August 1, 1933 to February 1, 1934:

Almlund, J.	Jones, F.
Allemand, J.	Jackson, C.
Assinos, G.	Kelleher, W.
Behnke, C.	Laughlin, W.
Byron, D.	Laherty, R.
Clinton, M.	Missa, S.
Du Bose, C.	Mamas, J.
Doran, A.	Metropulos, P.
Dudune, S.	McCarthy, T.
Du Bose, B.	Palameta, J.
Elsus, W.	Percival, O.
Finn, W.	Reimers, H.
Fox, J.	Ruiz, S.
Greiner, J.	Stojanovich, S.
Healy, P.	Schmidt, G.
Hergott, S.	Stone, T.
Hays, G.	Stephens, H.
Halkyard, J.	Theodos, J.

One of the largest subscribers to periodicals in the world is Magill University. The university regularly receives about 3500 magazines. The collection has been rated by visiting librarians as one of the finest in the world.

The following conductors at Third Street Division were not on the short list during the month of January, 1934:

Chenault, C.	Sumner, H.
Gianola, D.	Skinner, C.
Lose, F.	Bauman, G.
Ott, Wm.	Bouscal, I.
Miller, D.	Redehan, P.
Cassotta, D.	Scarry, L.
Dinneen, J.	Maurer, L.
Mason, W.	McCabe, B.
Winans, A.	Theodos, D.

Wm. Hansen, Manager  
Dan McLaughlin, President  
Geo. J. Asmussen, Secretary

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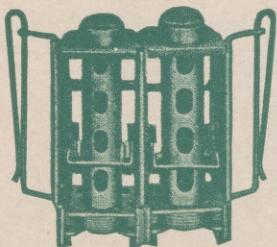
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## Lost and Found

**LOST:** One first-class goat, answers to name "Billy," in good condition. Has been in and around Sutro Car House for many months. If found, please turn in at Division having the largest number of accidents. We hope he stays lost to Sutro.

Sutro Non-accident Motormen



**FOUND:** A good-looking goat, picture above. Owner can have same by setting a lower mark of car-hours per accident than we did during February. Our record of 344 car-hours per accident is a long way from the top, 1166 car hours per accident.

Accident Motormen at McAllister.

15 feet of water is required for a 35-foot dive, according to the Amateur Athletic Union.

## Faust's Guide—1891

Fort Point (Government post) now named Fort Winfield Scott, one mile beyond Presidio, south side entrance to San Francisco Bay through Golden Gate—fine view.

Goat Island, north of Ferry route to Oakland—Government reservation containing 1210 acres.

Long Bridge, across Mission Creek, from foot of Fourth Street to Potrero and South San Francisco.

Lotta's Fountain, corner Kearny, Market and Geary Streets.

Meigg's Wharf, Bay Street, between Powell and Mason (Powell Street extends three blocks north of this point today).

Mission Dolores, 16th and Dolores Street—oldest church in city, founded 1776.

Seal Rocks, near Cliff House—many seals are to be seen sporting in the water or lying on the rocks sunning themselves; General Grant and Ben Butler are the largest seals.

Sutro Heights and Park, just above Cliff House, entrance opposite terminus of Ferry and Cliff House Railroad.

Telegraph Hill, Kearny and Greenwich Streets, 294 feet elevation—fine view from observatory, of city, bay, and Golden Gate.

A four-year school of English has been established at Simmons College, Boston. It is believed to be the first course of its kind.

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Patricia 12-Years  
Daughter of Mot.  
P. M. Kennedy



Ray James 20-Mo's.  
Son of Conductor  
R. G. Rogers



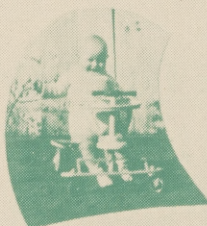
Yvonne 7-Years  
Daughter of  
Motorman R. W. Marchus



Doris Lee 4-Years  
Daughter of  
Motorman W. L. Harrison



Billy Jr. 3½ Years  
Sons of Motorman Wm Kelley



Bobby 6-Mo's.



Virginia 5-Years  
Heffen 11-Years  
Daughters of  
Conductor T. S. King



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